



2026 - 2030 Belmont County Coordinated Transit Plan for Human Services

Bel-O-Mar

Regional Council

Prepared by: Bel-O-Mar Regional Council

105 Bridge Street Plaza

Wheeling, WV 26003

<https://belomar.org/belmont-county-coordinated-transit-plan-for-human-services/>



Who to contact for information on this Plan



For more information about this plan, please contact:

Ethan Combs, MPA
Transportation Planner
Bel-O-Mar Regional Council
At (304) 238-9567 or ecombs@belomar.org

To contact the County Mobility Manager, please contact:

Chad Zambori, NRP
Director/ Mobility Manager
Belmont County CARES Program
At (740) 484-9424 or czambori@cumberlandtrailfire.com

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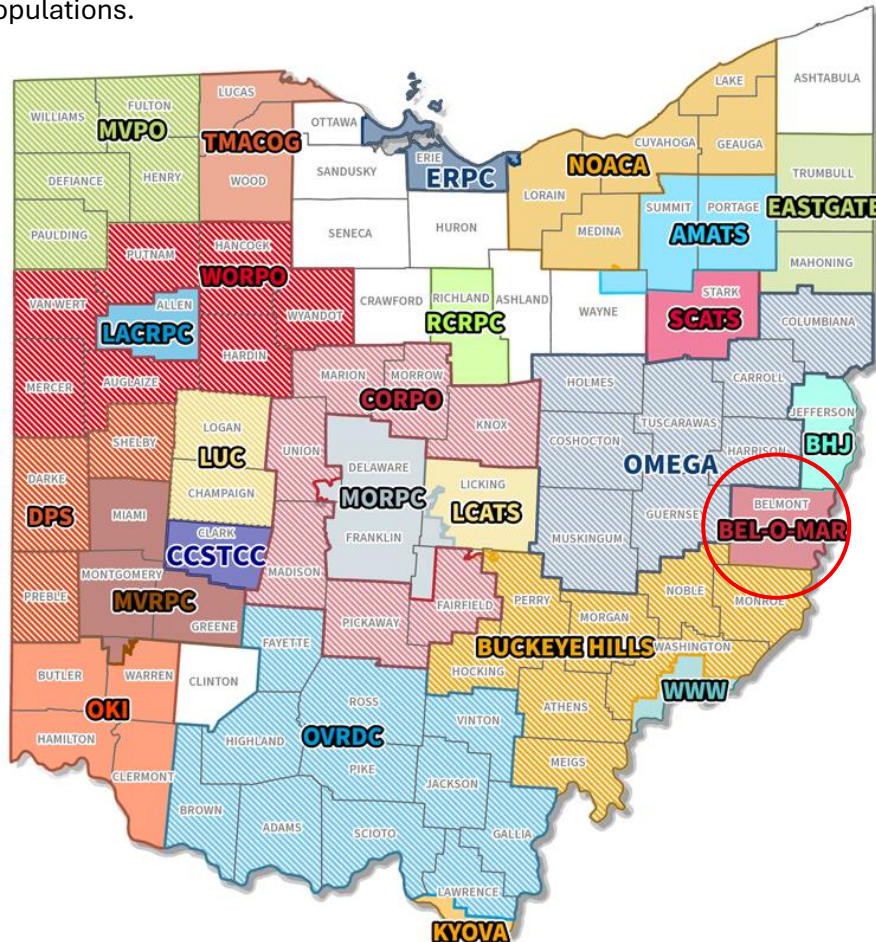
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The Bel-O-Mar Regional Council

The Belomar Regional Council has served as a regional planning partner in the Upper Ohio Valley since 1969, supporting local governments through collaborative efforts in transportation, community development, and aging services. Its transportation planning responsibilities are carried out through the Bel-O-Mar Transportation Study, the designated Metropolitan Planning Organization (MPO) for Belmont County in Ohio and Ohio and Marshall Counties in West Virginia. This designation stems from the Federal-Aid Highway Act of 1962, which established the requirement for a continuing, cooperative, and comprehensive planning process in urbanized areas.

The 2026–2030 Belmont County Coordinated Transit Plan for Human Services builds on that foundation with a focused approach to mobility and coordination within Belmont County. As the county’s inclusion in a broader regional pilot program concludes in mid-2026, this plan offers a timely opportunity to reaffirm local needs and strengthen service delivery. It is designed to be a practical and forward-looking resource for agencies, providers, and stakeholders seeking to improve access, pursue funding opportunities such as Section 5310, and contribute to a more integrated and responsive transportation network for seniors, individuals with disabilities, and other underserved populations.



Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Belmont County, Ohio. This plan represents the first iteration of the 2026-2030 plan. This plan is prepared in accordance with federal requirements for coordinated public transit-human services transportation planning under 49 U.S.C. § 5310, which requires that projects receiving funding through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program be derived from a locally developed, coordinated plan. These requirements continue under the Infrastructure Investment and Jobs Act (IIJA), which reauthorized federal transit programs through Fiscal Year 2026.

Transportation is a critical component of the communities in Belmont County. Transportation provides access to jobs, education, health care, human services and allows all community members, including older adults and people with disabilities, to live independently and engage in community life.

This plan identifies and documents the primary transportation available in Belmont County:

- **Senior Services of Belmont County**, which provides on demand transportation and non-emergency medical transportation for residents aged 60 and older.
- **Eastern Ohio / Ohio Valley Regional Transit Authority**, which provides fixed route public transit service in Belmont County and the greater Ohio Valley.
 - **Eastern Ohio / Ohio Valley AdVANTage**, which provides paratransit service for individuals whose disabilities prevent use of fixed route transit.
- **Belmont County Department of Job and Family Services**, which coordinates Medicaid eligible transportation through contracted providers and supportive programs such as fuel vouchers, gas cards, and bus tokens.
- **Emergency service-based transportation providers**, including Neffs Fire Department and Martins Ferry EMS, which provide scheduled non-emergency medical transportation under contract.
- **Private on demand transportation providers**, including IC Cab, Green Cab, and Barnesville Taxi, which provide flexible and extended-hour transportation services.
- **Intercity transportation services**, including GoBus, which connects Belmont County residents to Columbus, Pittsburgh, and regional destinations.
- **Volunteer transportation programs**, including Faith in Action, which provides escorted trips for older adults and individuals with disabilities.

Through demographic analysis, stakeholder meetings, focus groups, and a countywide public survey, the following transportation needs were identified and prioritized in order of importance:

1	<i>Weekend Availability</i>
2	<i>Expanding Evening Operating Hours</i>
3	<i>Non-Medical Quality of Life Trips</i>
4	<i>Early Morning Service</i>
5	<i>Reliability for Disability Community</i>
6	<i>Geographic Route Expansion</i>
7	<i>Increased Route Frequency/ Efficiency</i>
8	<i>Social/ Recreational Activity</i>
9	<i>Door-to-Door Accessibility</i>
10	<i>Support for Aging-in-Place</i>
11	<i>Financial Assistance/ Cost Reduction</i>
12	<i>Safe Pedestrian/ Biking Infrastructure</i>

This plan establishes a coordinated framework of goals and strategies designed to address identified transportation needs and service gaps. Key elements of the plan include strengthening coordination among transportation providers and human service agencies, improving access to:

- Employment, education, and healthcare;
- Expanding non-medical transportation options;
- Increasing service availability during non-traditional hours;
- Improving public awareness of existing transportation resources.

The plan also positions Belmont County to pursue federal and state funding opportunities, including Section 5310 funds, to support implementation.

Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:

- Seniors;
- Individuals with disabilities;
- People with low incomes;
- Public, private and non-profit transportation providers;
- Human services providers, and;
- The general public;
- Local governments;
- Healthcare providers;
- Workforce and education partners;
- Housing providers;
- Community organizations serving high need populations

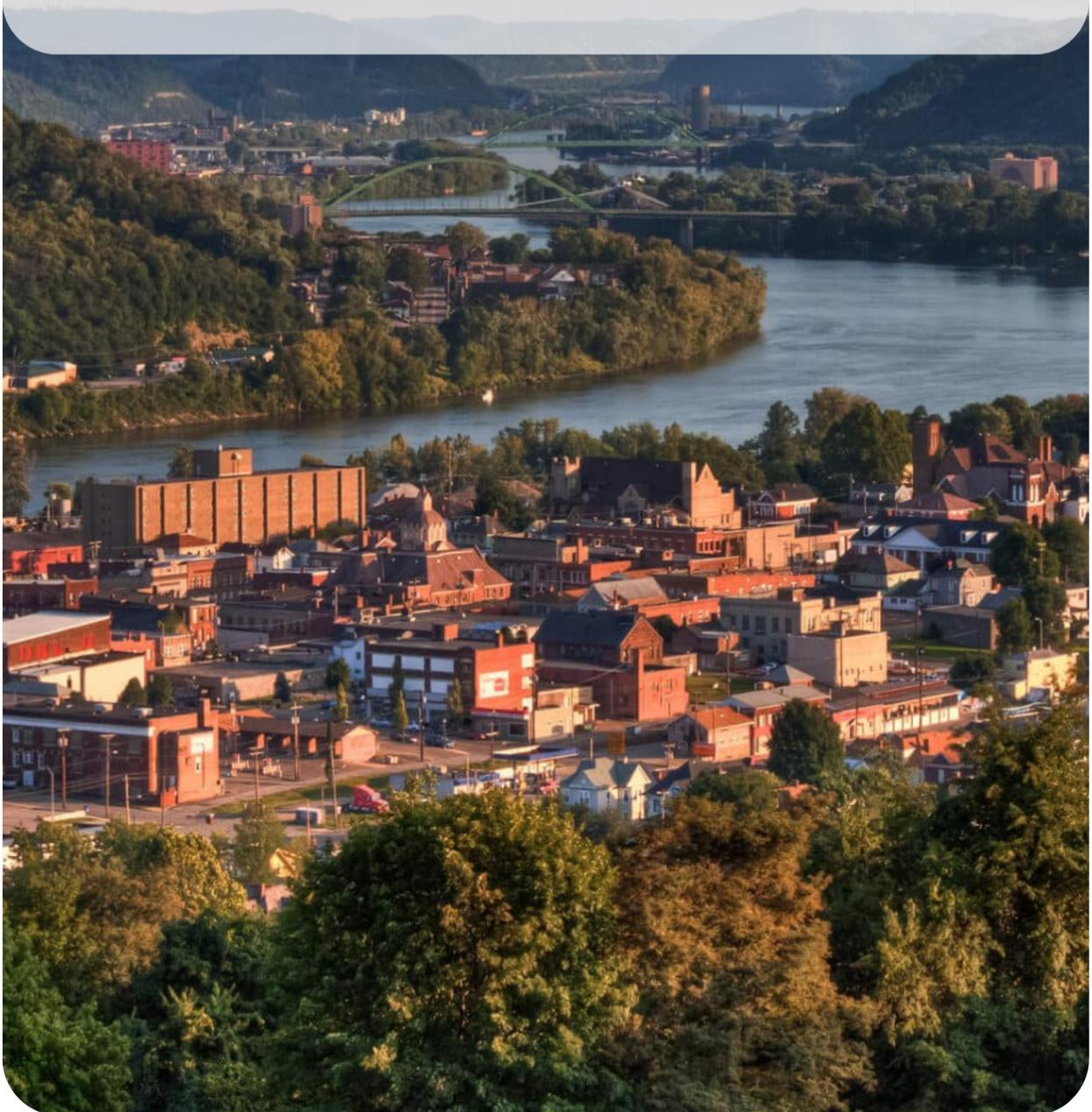
Executive Summary

In order to ensure participation from the above groups the following stakeholder involvement activities were performed:

- Formation of a Planning Committee with broad community representation
- Stakeholder meetings focused on transportation gaps and priorities
- Focus groups conducted in partnership with Senior Services of Belmont County and the Belmont County Board of Developmental Disabilities
- A countywide public survey distributed both online and in person
- Transportation provider surveys and structured interviews
- Public review and comment opportunities on the draft plan

This plan was developed and adopted by the Belmont County Coordinated Transportation Planning Committee, facilitated by the Bel O Mar Regional Council as the designated lead agency. Additional information regarding the Planning Committee and planning process is provided in Appendix A.

CHAPTER I: GEOGRAPHIC AREA



CHAPTER 1: Geographic Area of Plan

Belmont County, founded in 1801, sits in Eastern Ohio along the Ohio River and is often called the gateway to the Upper Ohio Valley. The county covers about 537 square miles and is located roughly 65 miles west of Pittsburgh, Pennsylvania, and 120 miles east of Columbus, Ohio. Today, the population is estimated at around 65,000 residents.

Belmont County shares borders with Harrison and Jefferson counties to the north, Guernsey and Noble counties to the west, Monroe County to the south, and the Ohio River to the east. The river also marks the state line with West Virginia. The county is part of the Bel-O-Mar Transportation Study Interstate Planning Commission (Belomar), which is a federally and state designated Metropolitan Planning Organization which now leads the development of the Coordinated Transit Plan. This plan is designed to guide transportation improvements over the next four years, with a focus on better access, efficiency, and regional connectivity.

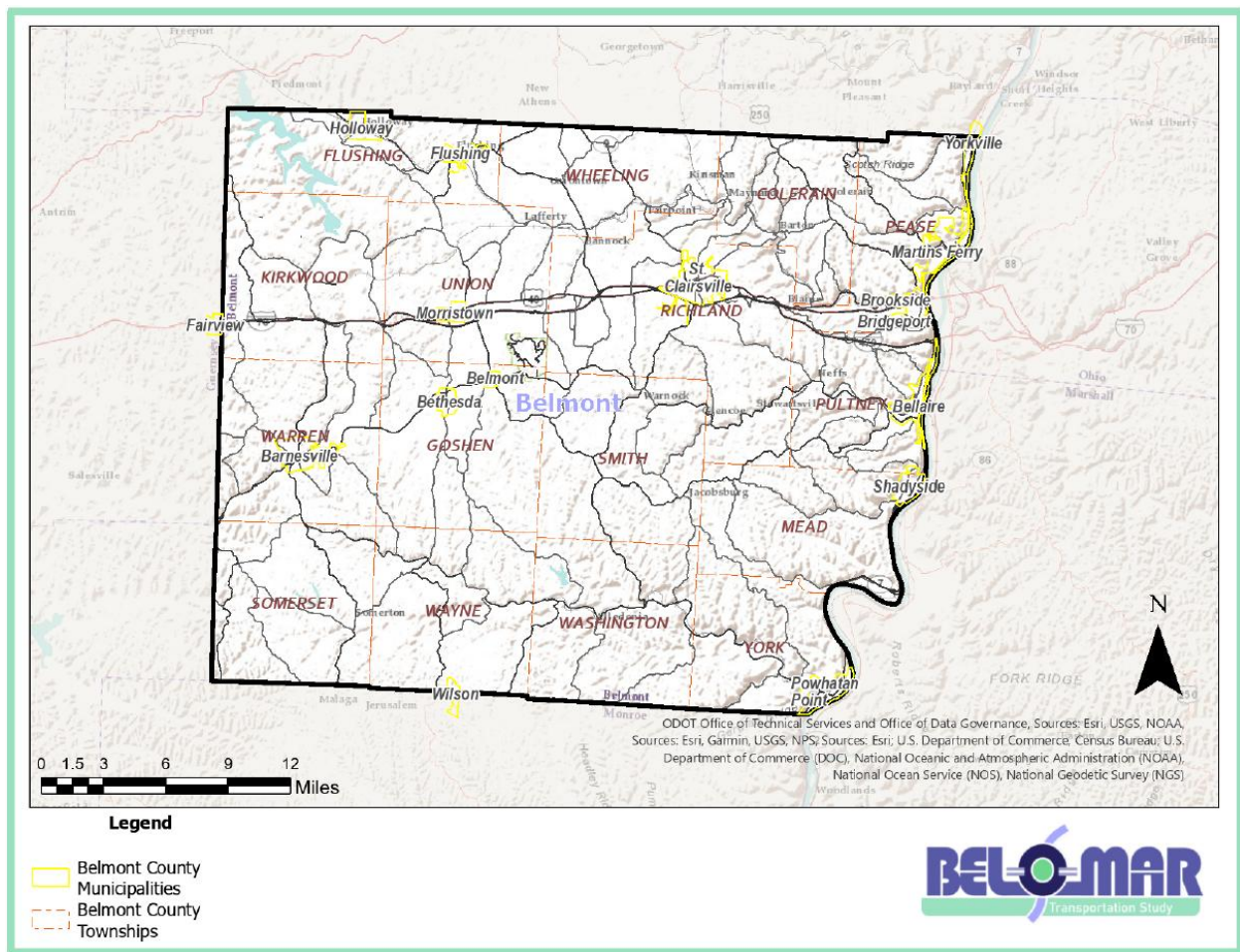


Figure 1: Map of the Geographic Area Covered by the Plan

Understanding where people travel is key to shaping the county’s transportation strategy. Major trip generators that attract a lot of travel include hospitals, senior centers, nursing homes, schools, industrial parks, shopping centers, and government offices. These destinations are mostly concentrated in Martins Ferry, St. Clairsville, and Barnesville, as well as other communities along the Ohio River and the I-70 corridor.

Outside of these hubs, Belmont County remains largely rural. Residents in these areas often face challenges getting to essential services, especially if they do not have access to a personal vehicle. Many trips also extend beyond county lines. People frequently travel to Steubenville in Jefferson County, and even farther north to Youngstown for specialized medical care. A significant portion of trips leave the state entirely, with Wheeling, West Virginia and Pittsburgh, Pennsylvania being common destinations. Wheeling serves as a major urban center for the region and is easily accessed via Interstate 70.

The 2026 Coordinated Transit Plan will build on this understanding to improve mobility for all residents, especially older adults, individuals with disabilities, and those with limited transportation options.

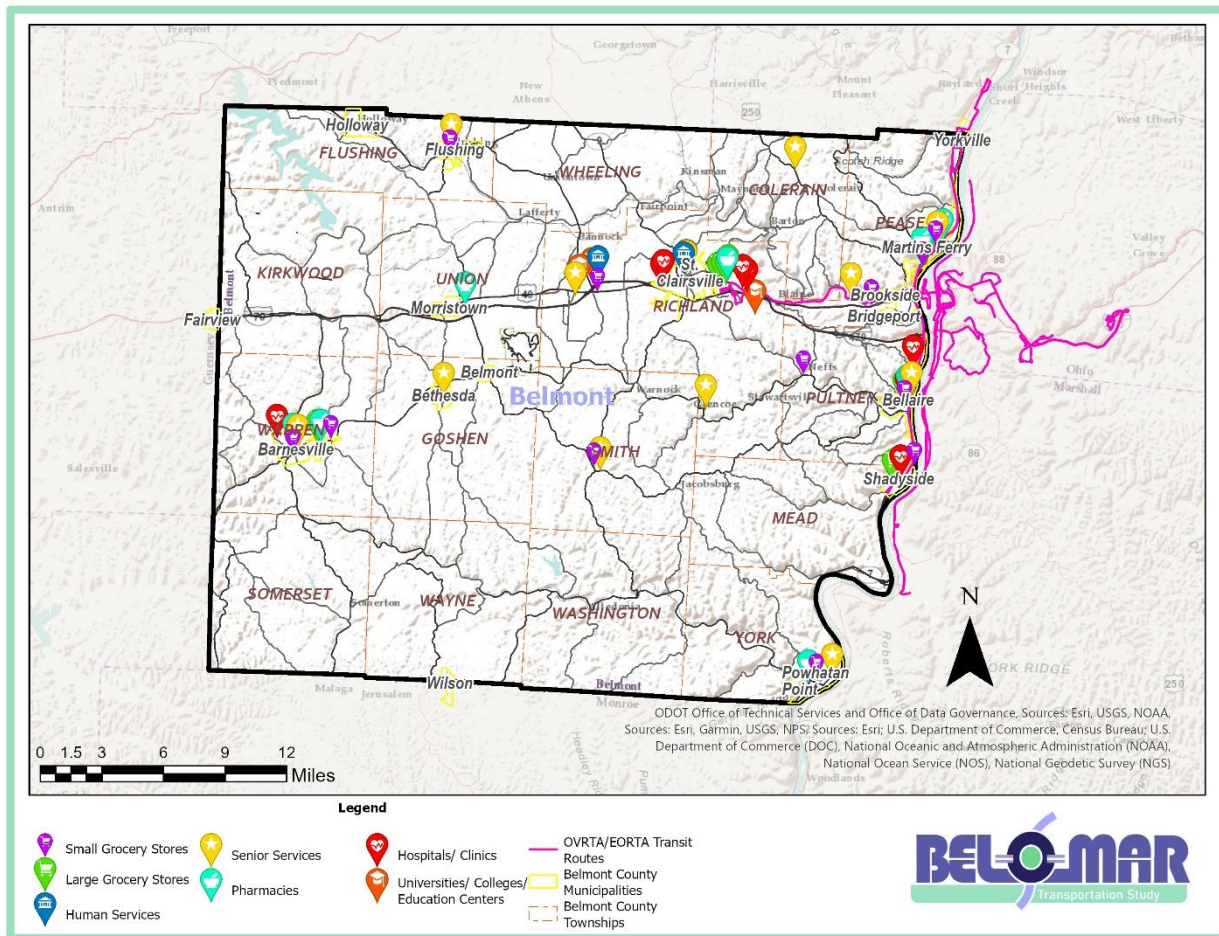


Figure 2: Map of the Major Trip Generators in the Geographic Area

CHAPTER 2: POPULATION DEMOGRAPHICS



CHAPTER 2: Population Demographics

Belmont County currently has a population of 64,918 which includes several cities and villages that serve as key population centers. The largest city is Martins Ferry, with a current population of approximately 6,260. The county seat, St. Clairsville, has around 5,096 residents. Other notable communities include Bellaire with 3,870, Barnesville with 4,008, and Shadyside with 3,454.

These towns are not only residential hubs but also play a central role in the county’s economy and public services. Their population sizes help shape local transportation needs, especially for residents who rely on public or shared transit options to access healthcare, education, shopping, and employment. The population is forecast to decrease through 2050 according to *Figure 3*.

Population Trend and Projection until 2050

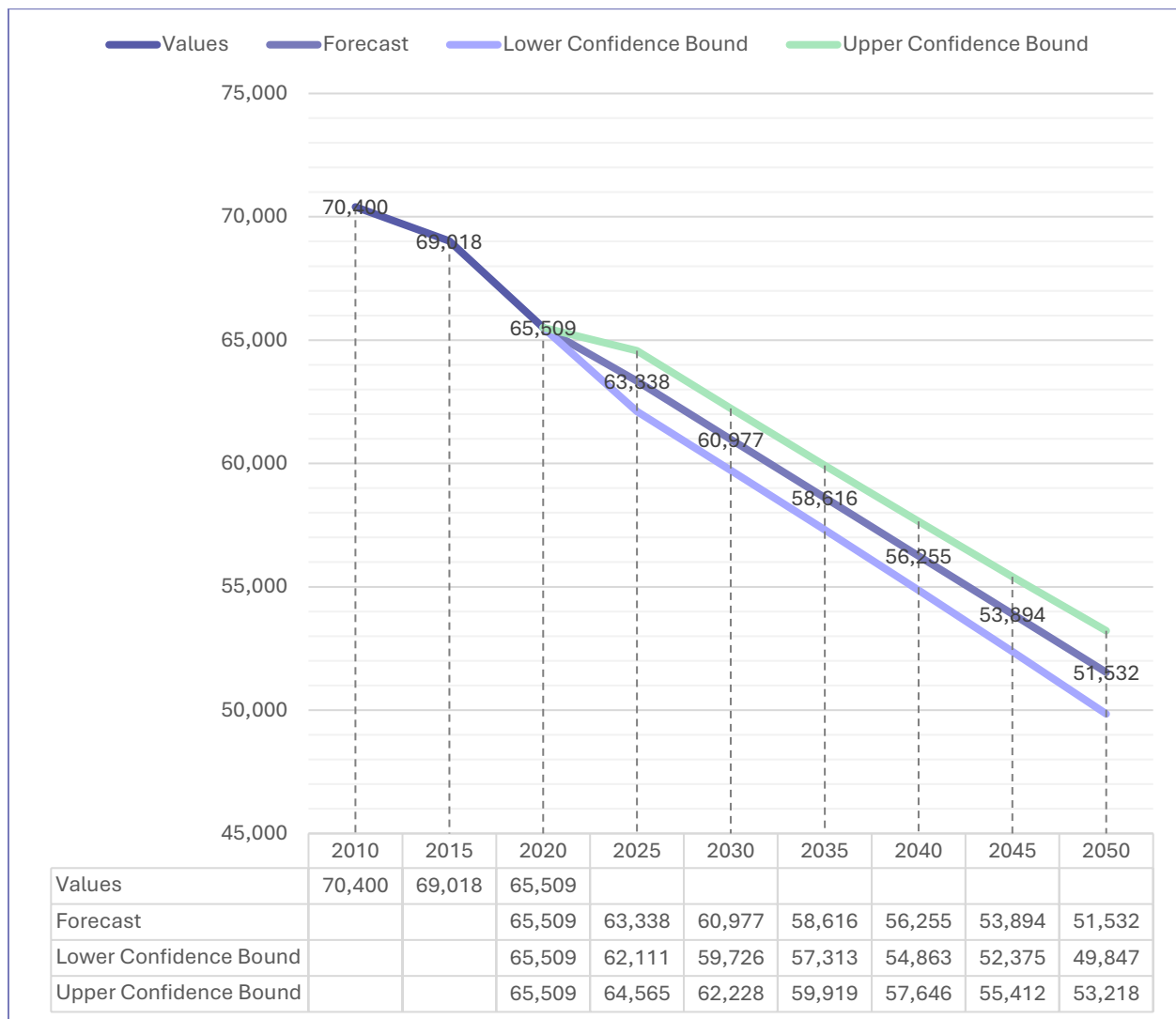


Figure 3: Forecast on Population of Belmont County 2050 | Source ACS 2023 5-Year Estimates

Total Population by Age Group

Belmont County’s population continues to reflect a strong presence of older adults, which has important implications for transportation planning. Based on the most recent data:

- **21%** of residents are age 65 or older, making this the largest single age group in the county.
- **37%** of the population is age 55 or older, indicating that more than one-third of residents may require senior-focused services in the coming years.
- **50%** of the population is age 45 or older, nearly half of the county’s total population.

These figures suggest that the senior population will remain a significant and growing segment over the next 10 to 20 years. Planning for all encompassing, reliable, and flexible transportation options will be essential to meet the needs of older adults, especially those living in rural or underserved areas.

At the same time, the 0–14 age group makes up 15% of the population, ranking as the third-largest age group. This is a positive sign for the county’s long-term demographic balance, as it points to a younger generation that may help offset the aging trend over time.

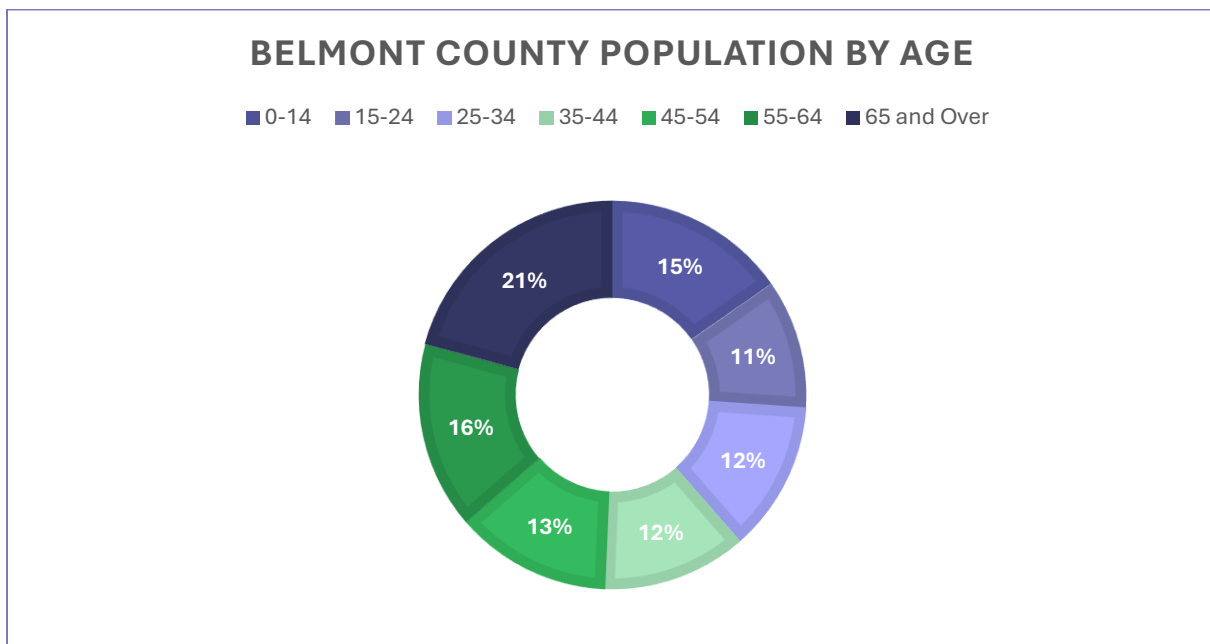


Figure 4: Total Population by Age Group | Source: ACS 2023 5-Year Estimates

Belmont County's age demographics based on *Figure 5* are projected to shift significantly over the next 25 years. The most notable trend is the continued growth of the senior population:

- **By 2050**, residents age 65 and older are expected to increase by **45%** compared to 2010, making this group the largest and fastest-growing segment of the population.
- **Those age 55 and older** will make up a substantial portion of the county's population, reinforcing the need for expanded senior services, transportation, and age-friendly infrastructure.

In contrast, several younger age groups are projected to decline:

- **The 45–54 age group** is expected to drop by **84%**, the steepest decline among all age brackets.
- **The 15–25 age group** will decrease by **59%**, and the 0–14 age group by **29%**, indicating a shrinking youth population.
- **The 35–44 age group** will decline by **25%**, though it remains relatively stable compared to other working-age cohorts.

There are some positive signs:

- **The 25–34 age group** is projected to grow by **12%**, suggesting potential for young adult retention or in-migration.
- **The 55–64 age group** will also grow modestly by **10%**, contributing to the overall increase in older adults.

These trends highlight a critical need for Belmont County to prepare for an aging population while also investing in strategies to attract and retain younger residents. Maintaining a balanced age distribution will be key to sustaining workforce capacity, community vitality, and long-term economic health.

Belmont County - Population Projection 2010-2050 (by Age Cohorts)



Figure 5: Total Population by Age Group Projections | Source: 2010-2020 ACS



Total Population by Race

Belmont County's population is overwhelmingly White, making up 93.74% of the total residents. The next largest racial group is Black or African American, accounting for 5.02%. Smaller racial groups include Asian (0.69%), American Indian or Alaska Native (0.50%), and Native Hawaiian or Other Pacific Islander (0.05%). This racial composition reflects a relatively homogenous community, which is common in many parts of rural Appalachian Ohio.

Despite the limited racial diversity, it's important for transportation planning to remain comprehensive and responsive to all residents. Services should be designed to ensure access, regardless of racial or ethnic background. This includes outreach, language accessibility, and cultural sensitivity in service delivery.

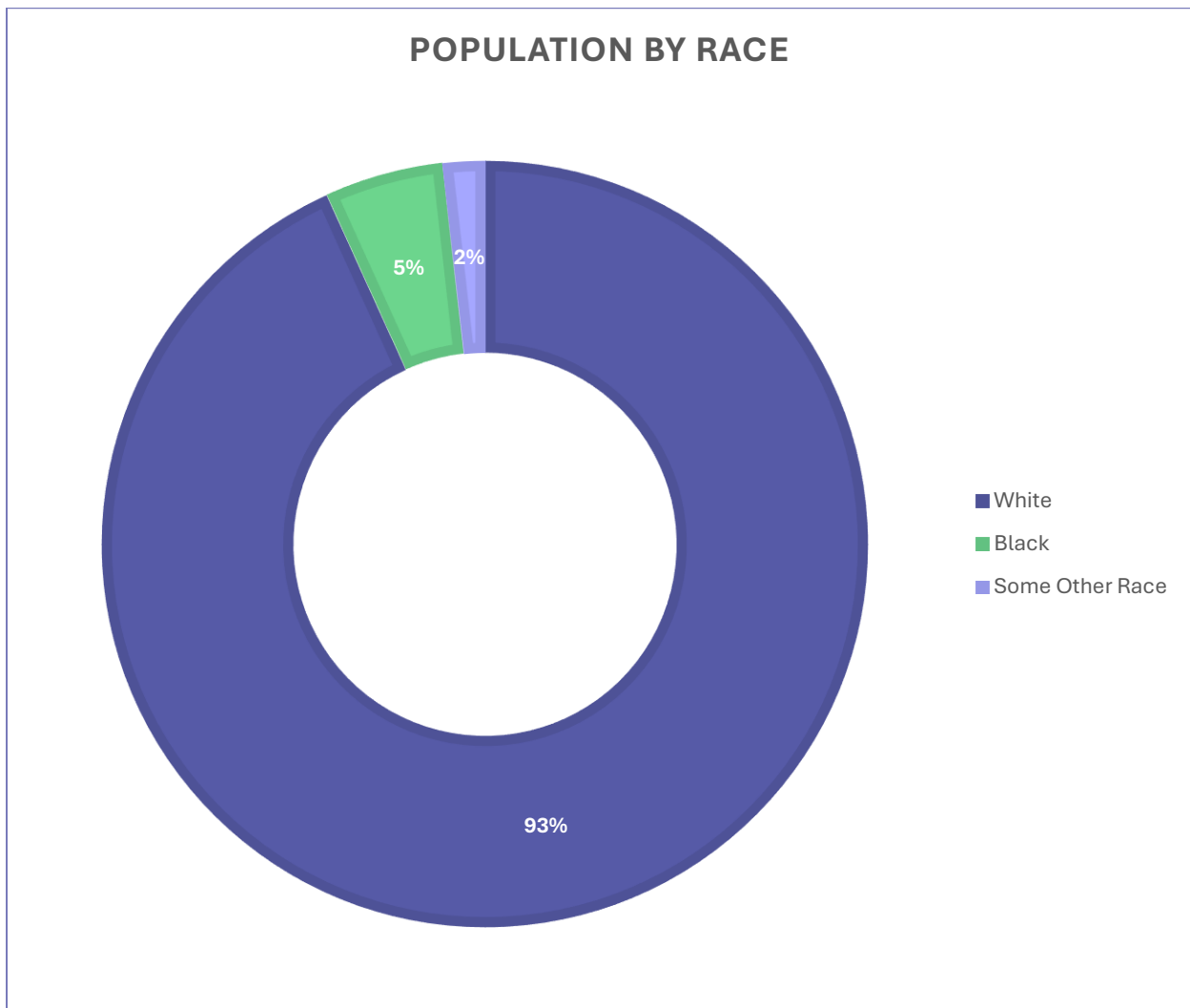


Figure 6: Total Population by Race | Source: 2023 ACS 5-Year Estimates

Number and Percentage of People with Disabilities

Disability rates in Belmont County continue to be a critical factor in shaping transportation needs. As of the most recent count, 10,175 residents, roughly 16% of the population, are living with a disability. This includes individuals with physical, cognitive, intellectual, developmental, and mental health conditions. The remaining 53,423 residents do not report a disability, but the disabled population remains a substantial and growing segment.

! 1 out of 6 Belmont County residents live with a disability.

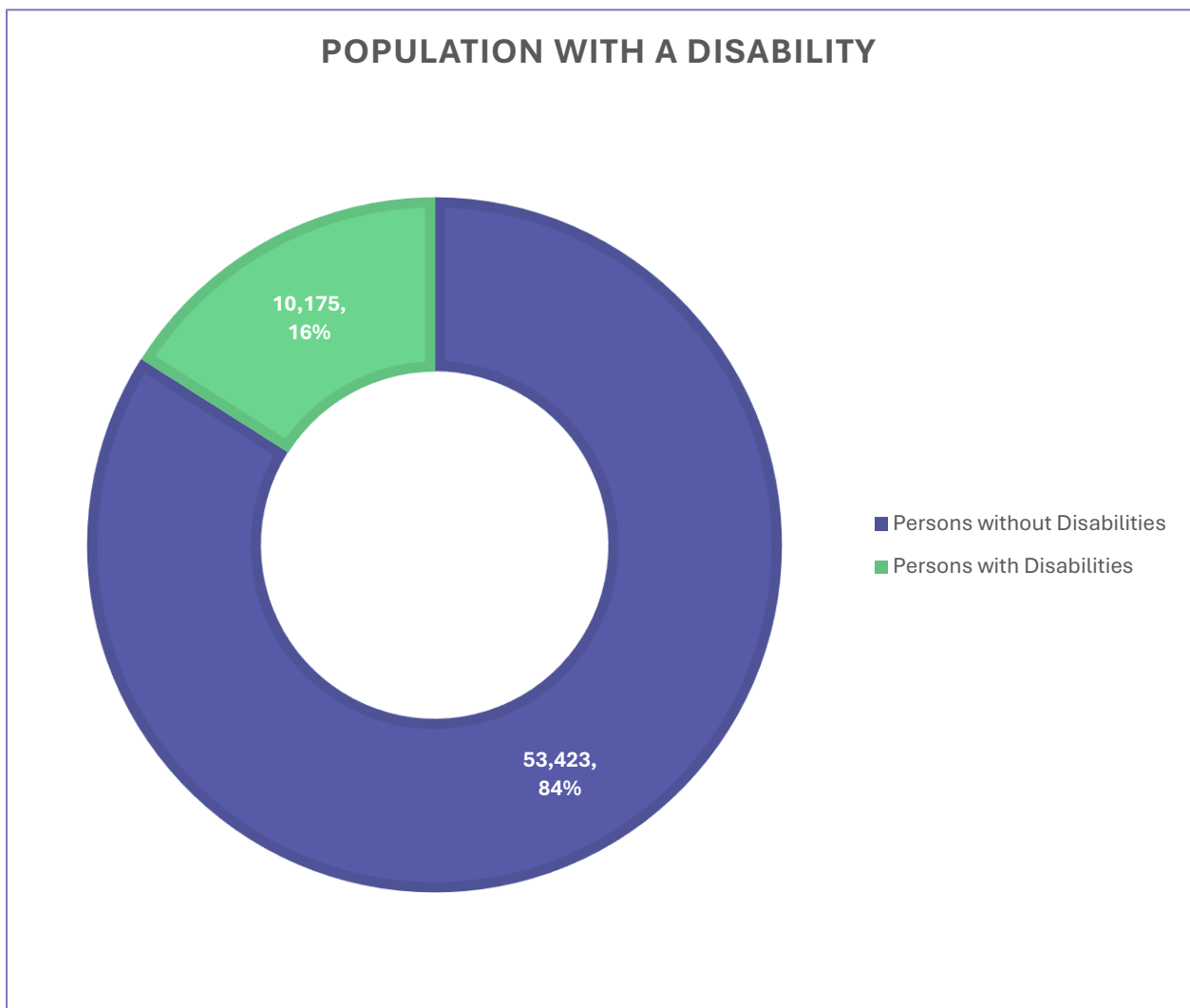


Figure 7: Number and Percentage of People with Disabilities | Source: ACS 2023 Disability Characteristics 5-Year Estimates

Projection of People with Disabilities

Historically, the county’s disability rate was reported at 15.6% in 2018, with projections anticipating a steady increase in the senior disabled population. That trend is holding true. While overall disability numbers are projected to decline slightly through 2050, the number of seniors aged 65 and up is expected to grow by 45% by 2030. This shift is driven by the aging population, which will increasingly require comprehensive transportation to reach healthcare, social services, and daily destinations.

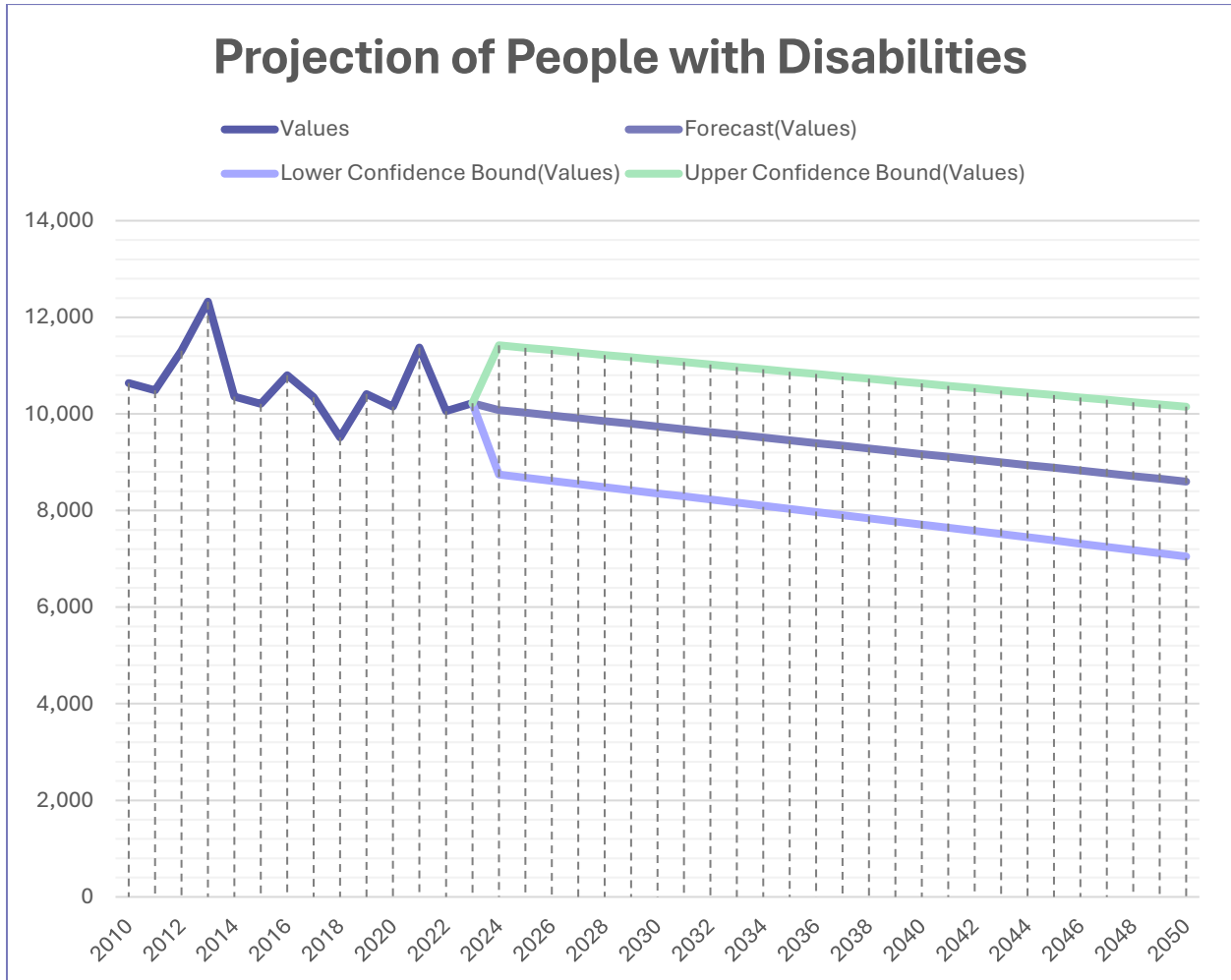


Figure 8: Projection of People with Disabilities 2010-2050 | Source: ACS 2010-2023 Disability Characteristics

Projections from 2023 to 2050 show a gradual decline in total disability numbers, from 10,221 in 2023 to 8,599 in 2050, but this decline masks the growing needs of older adults. By 2030, seniors will represent half of the disabled population, and 1 in 4 residents aged 65 and older will likely require assistance with daily activities, including transportation. This underscores the need for ADA-compliant vehicles, flexible scheduling, and door-to-door service models that can accommodate mobility limitations.

CHAPTER 2: Population Demographics

The updated map of Belmont County shows the highest concentrations of residents with disabilities in the Colerain, Pease, Pultney, Washington, York, Wayne, and Somerset townships, with disability counts ranging from 652 to 860 in these areas. These regions should be prioritized for transit service enhancements, especially those that connect residents to medical facilities, senior centers, and community resources.

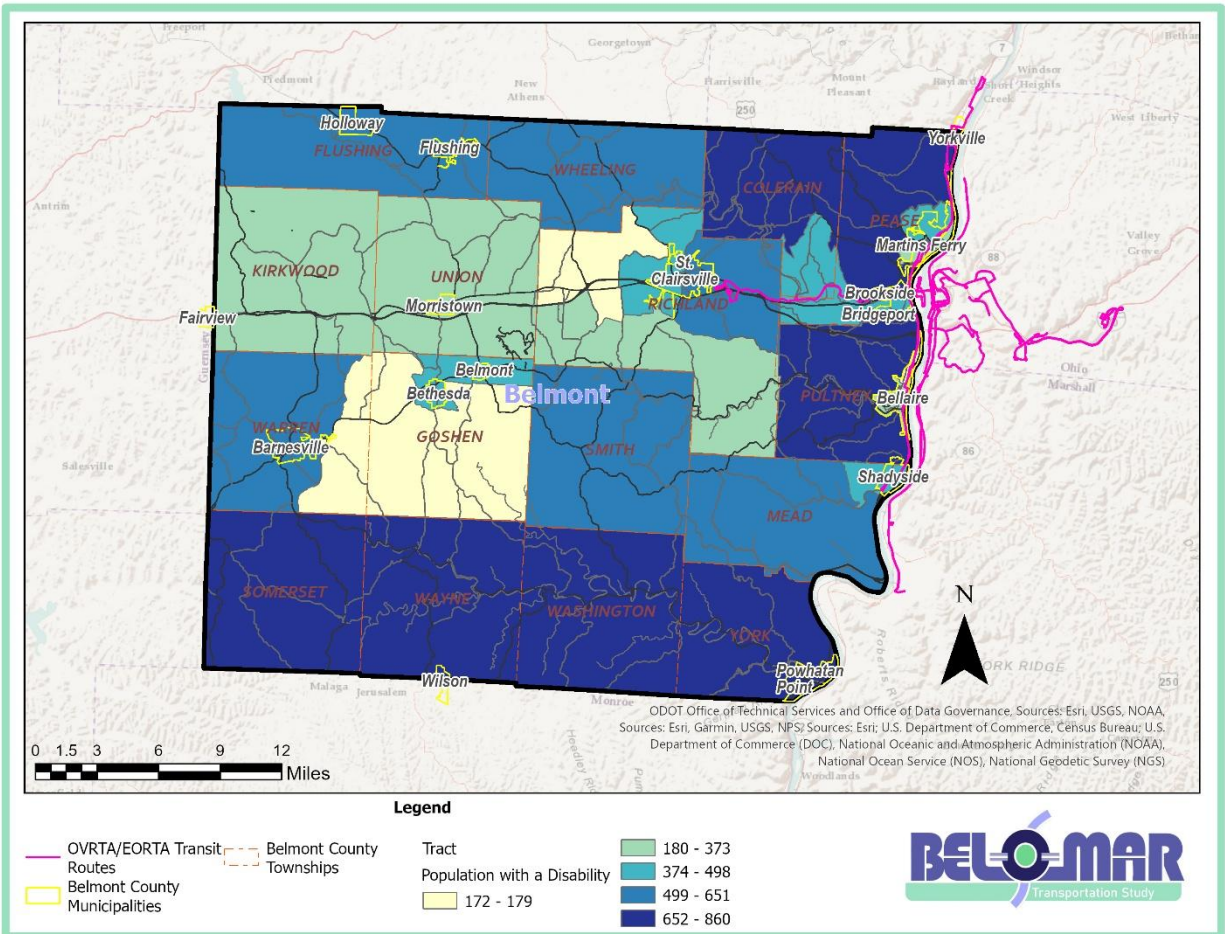


Figure 9: Number of Disabled Population by Census Tract | Source: ACS 2023 Disability Characteristics

Number and Percentage of Households with Incomes Below the Federal Poverty Level (FPL)

The federal poverty level is defined as a four-member household with a combined income below \$31,200. In 2026, Belmont County has approximately 1,600 households, or 10 percent of all households, below this threshold. This marks a significant decrease from 2018, when 9,528 households, or 34 percent, were reported to be living below the federal poverty level. This shift may reflect broader economic improvements in the region. However, households with limited income still face challenges accessing reliable transportation, especially in areas with fewer transit options. Continued investment in affordable and efficient transportation services remains essential to support these residents and ensure fair access to employment, healthcare, and other vital resources.

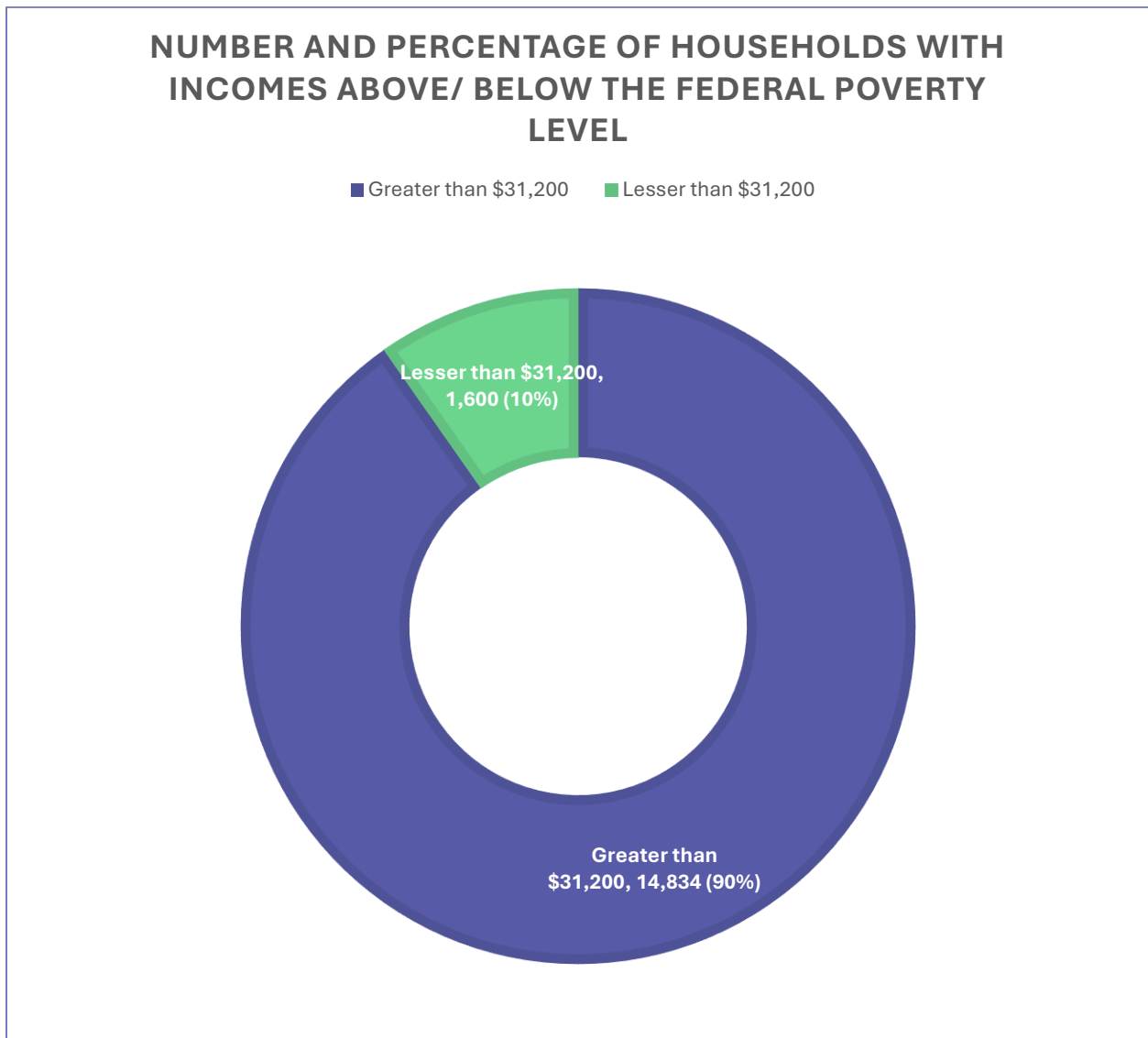


Figure 10: Number and Percentage of Households with Incomes Below the FPL | Source: [Belmont.pdf](#)

CHAPTER 2: Population Demographics

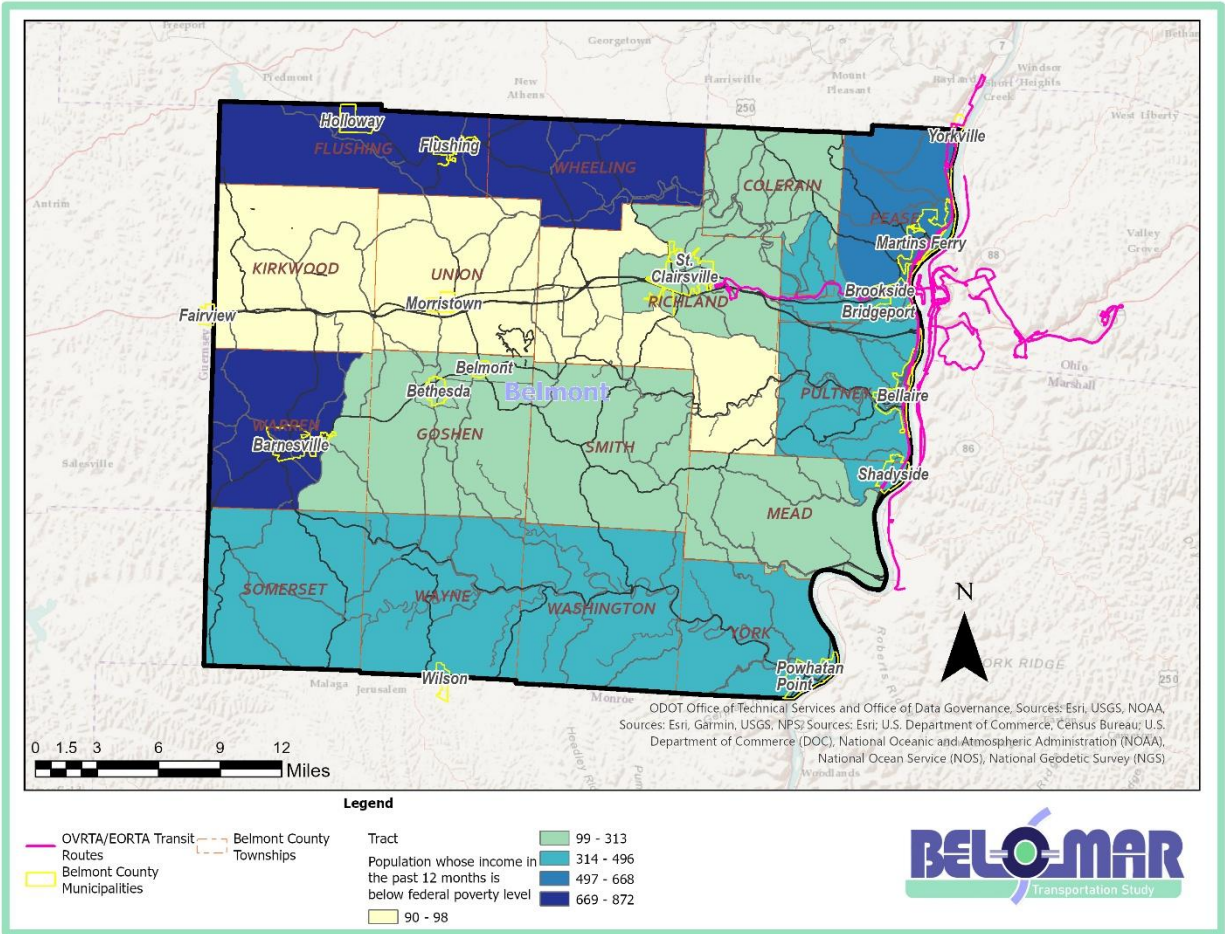


Figure 11: Belmont County Population whose Income in the Past 12 Months is Below FPL | Source: ACS 2023 5-Year Estimates Poverty Status in the Past 12 Months

Number and Percentage of Individuals with Incomes Below the Federal Poverty (FPL)

Individuals living below the Federal Poverty Level (FPL) often face challenges accessing essential services due to limited financial resources and lack of reliable transportation. In Belmont County, approximately 8,800 individuals, or 14 percent of the population, fall below the FPL threshold of \$15,060. This reflects a slight decrease from 2018, when 9,553 individuals, or 15 percent, were reported to be living in poverty. While this modest improvement is encouraging, the need for affordable transit options remains important. Connecting low-income individuals to employment and services through reliable transportation can help promote economic stability and improve quality of life across the county.

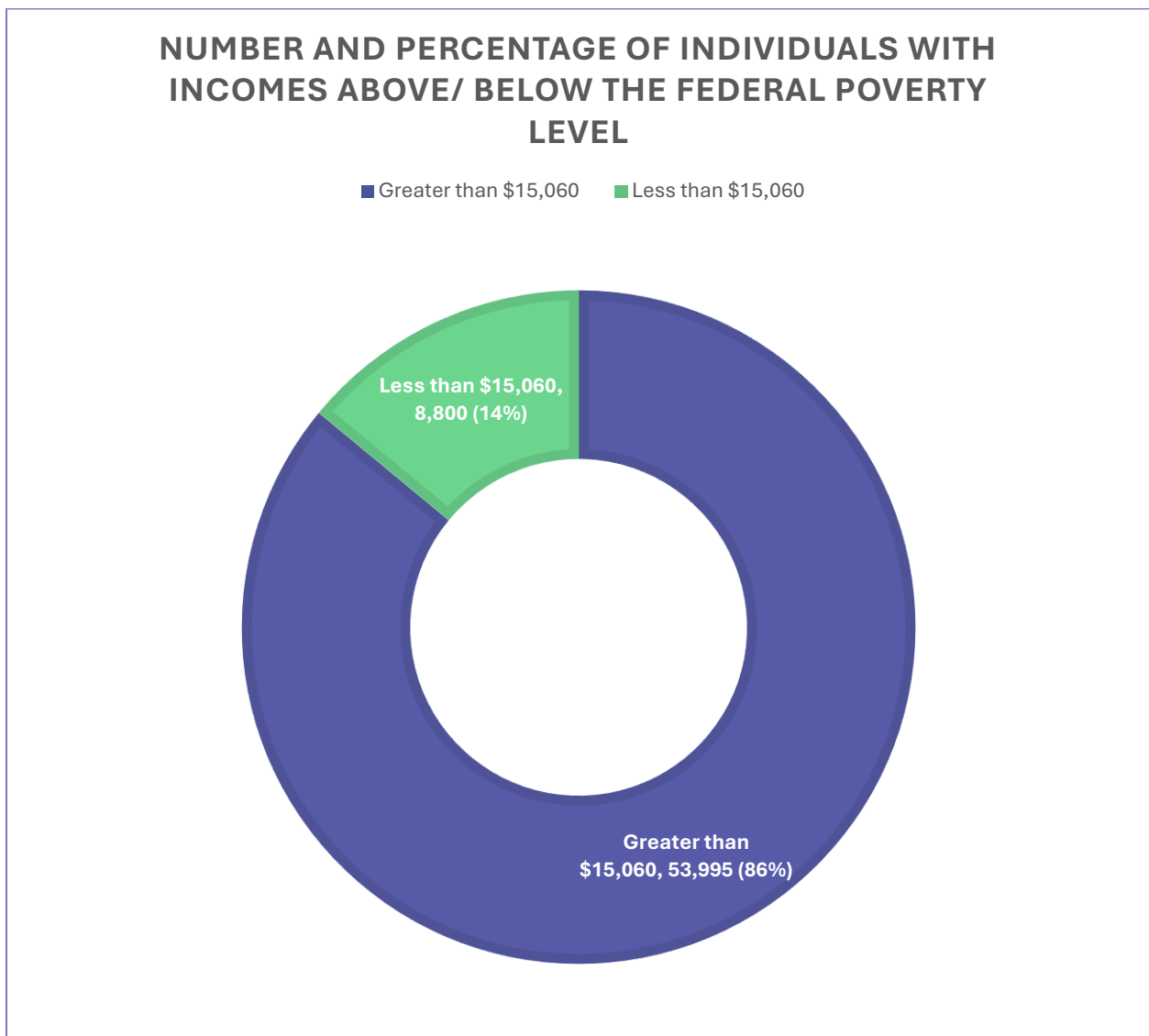


Figure 12: Number and Percentage of Individuals with Incomes Below the Federal Poverty Level | Source: ACS 2023 5-Year Estimates Poverty Status in the Past 12 Months

Percent of Population with Limited English Proficiency (LEP)

Limited English Proficiency (LEP) households may face unique challenges in accessing transportation services due to language barriers. In Belmont County, there are approximately 981 LEP households, accounting for about 4 percent of the total 26,186 households. The majority, a whole 25,205 households, are classified as non-LEP.

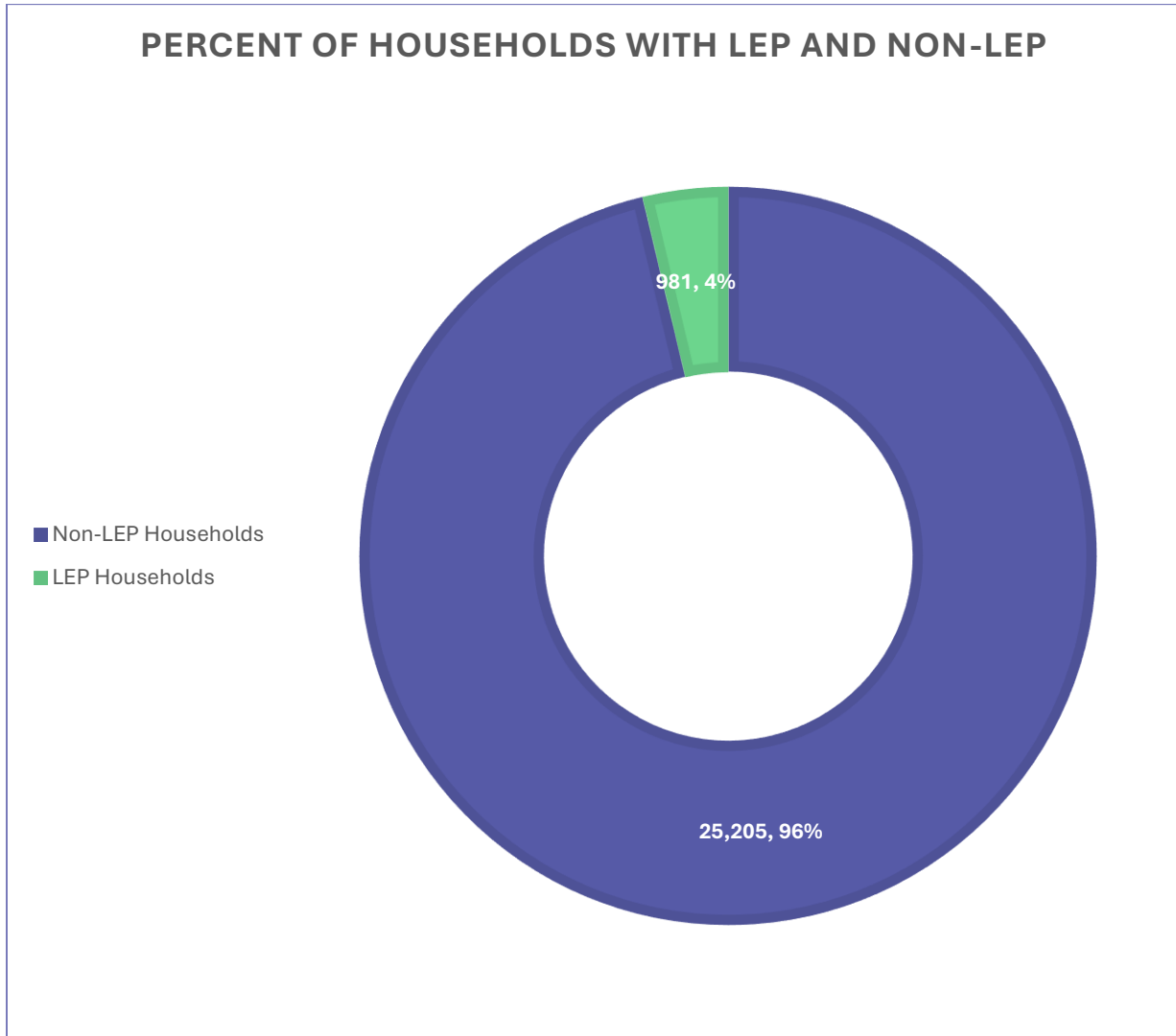


Figure 13: Percent of Households that are Limited English Proficiency | Source: ACS 2023 5-Year Estimates Household Language by Household LEP Status

The updated LEP map shows that most areas in Belmont County have low concentrations of LEP households, with many census blocks reporting 0 to 11 LEP households. However, pockets of higher LEP density of up to 62 households are visible in Somerset, Wayne, Washington, and York. These communities may benefit from multilingual transit materials, outreach efforts, and service planning that considers language access to ensure fair transportation for all residents.

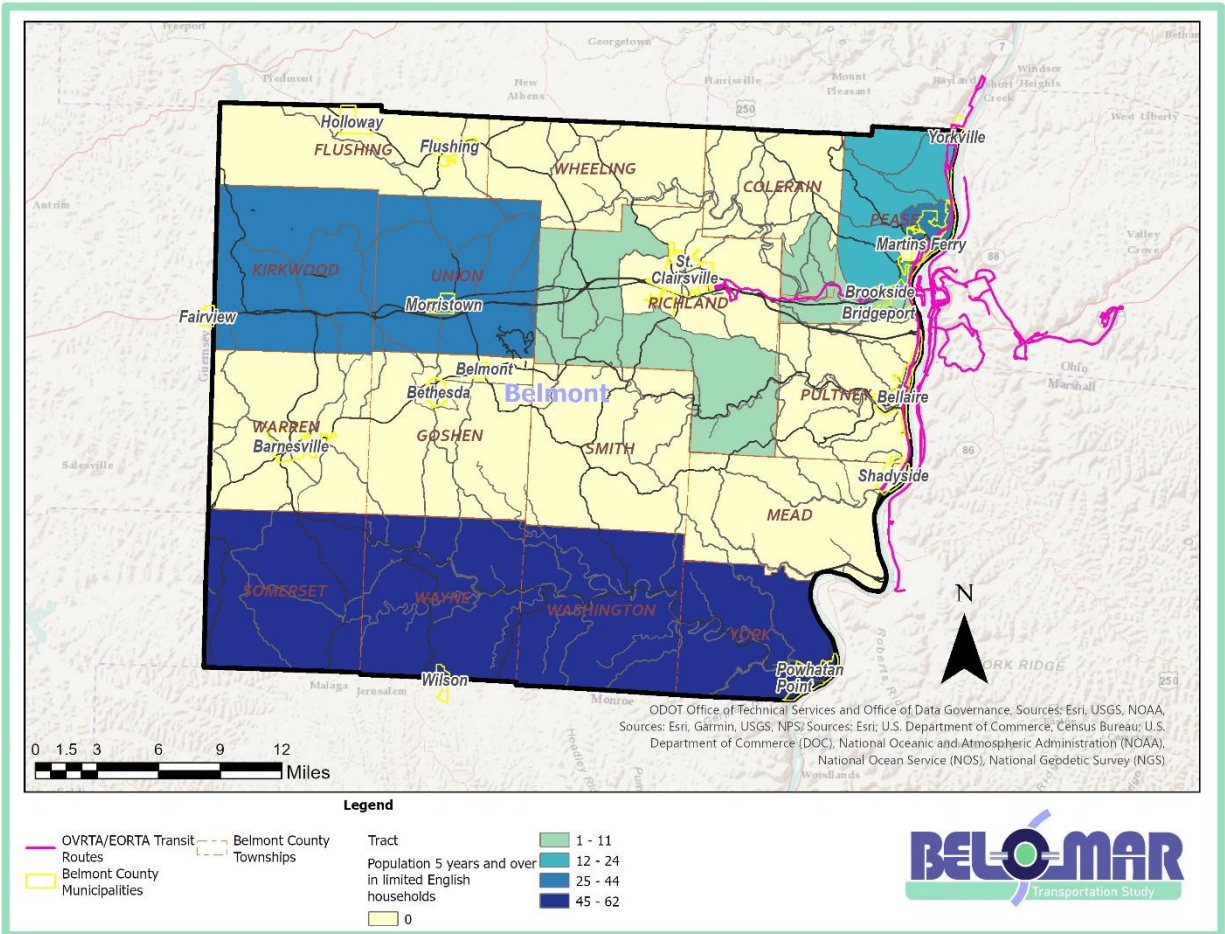


Figure 14: Population 5 Years and Over in LEP Households | ACS 2023 6-Year Estimates Language Spoken at Home

Vehicles Available per Owner Occupied House

Vehicle availability among owner-occupied households is a key indicator of transportation independence. In Belmont County, 1,804 households, or approximately 7 percent, do not have a vehicle available. This is an increase from 2018, when only 4 percent of owner-occupied homes lacked vehicle access. The majority of households have at least one vehicle, with 32 percent owning one, 36 percent owning two, and 25 percent owning three. While most residents have access to personal transportation, the rise in households without vehicles highlights the continued importance of public transit. These households may depend on transit services to meet daily needs such as commuting, shopping, and accessing healthcare.

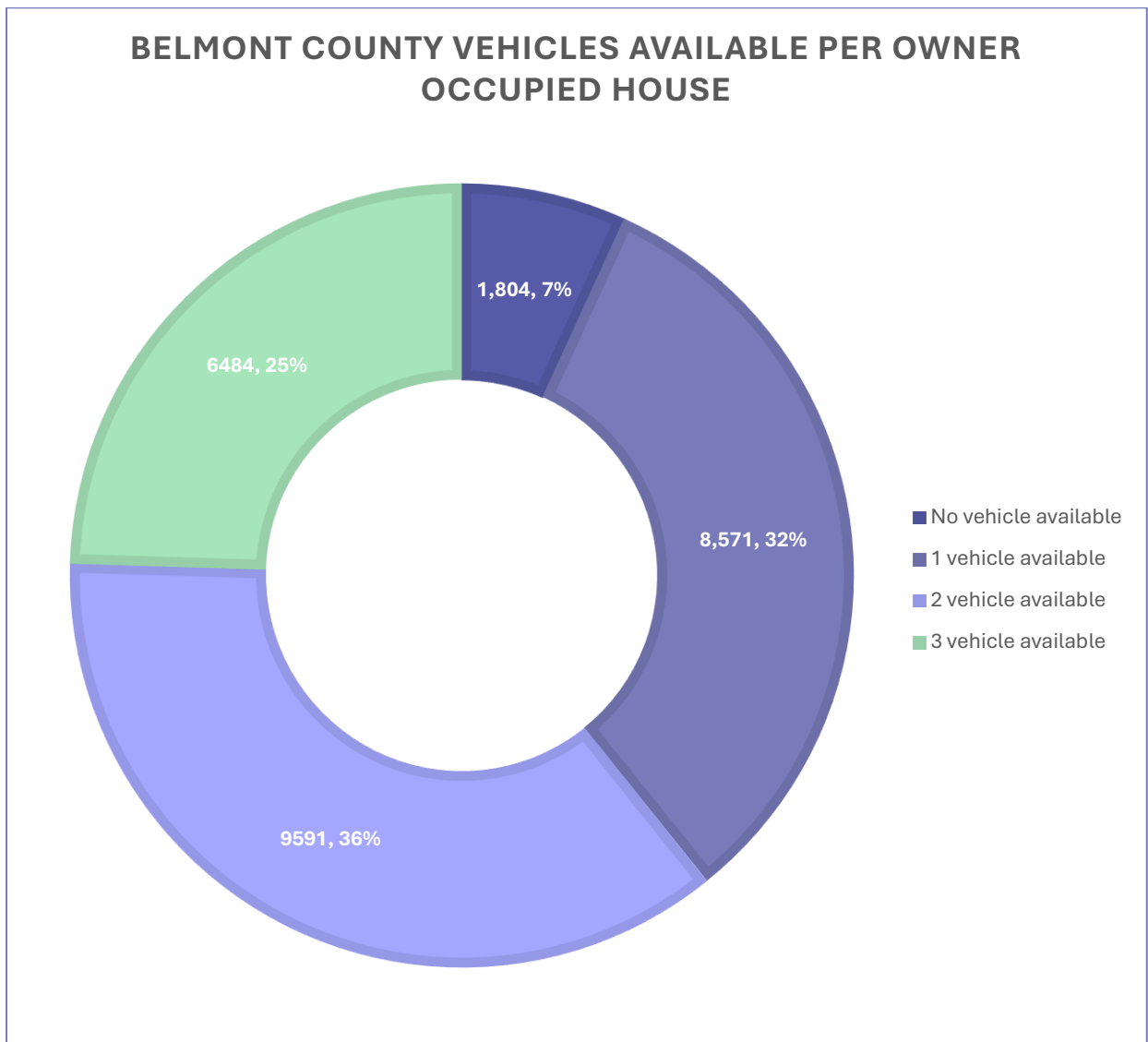


Figure 15: Vehicles Available per Owner Occupied Household | Source: ACS 2023 5-Year Estimates Physical Housing Characteristics for Occupied Housing Units

Vehicles Available per Renter Occupied House

Vehicle availability among renter-occupied households shows a slightly improved picture compared to 2018. In Belmont County, 915 renter households, or approximately 13 percent, do not have a vehicle available. This is a decrease from 2018, when 20 percent of renter households lacked vehicle access. Most renters have at least one vehicle, with 67 percent reporting access to one, 16 percent to two, and 4 percent to three. Although access to personal transportation has improved, renters without vehicles continue to rely on public transit to meet daily needs. Expanding transit options remains important to support mobility and independence for these households.

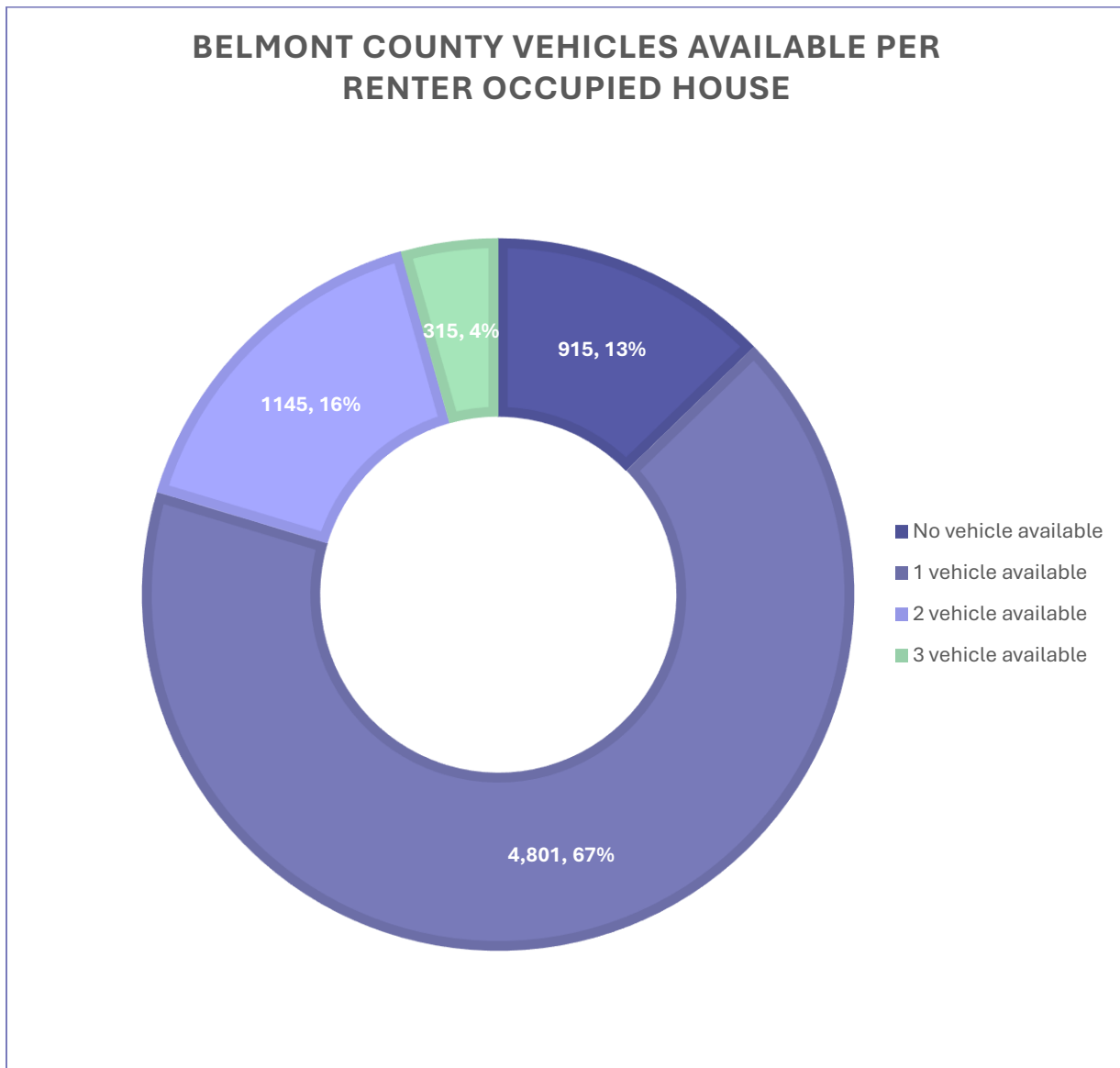


Figure 16: Vehicles Available per Renter Occupied Household | Source ACS 2023 5-Year Estimates Physical Housing Characteristics for Occupied Housing Units

Commuting to Work

Commuting patterns in Belmont County continue to show a strong reliance on personal vehicles. About 69 percent of workers drive alone to their jobs, while 5 percent carpool. Walking accounts for 20 percent of commutes, and 5 percent of residents work from home. A small portion, 1 percent, use other means of transportation. No commuters reported using public transportation, which suggests limited availability or usage of transit services.

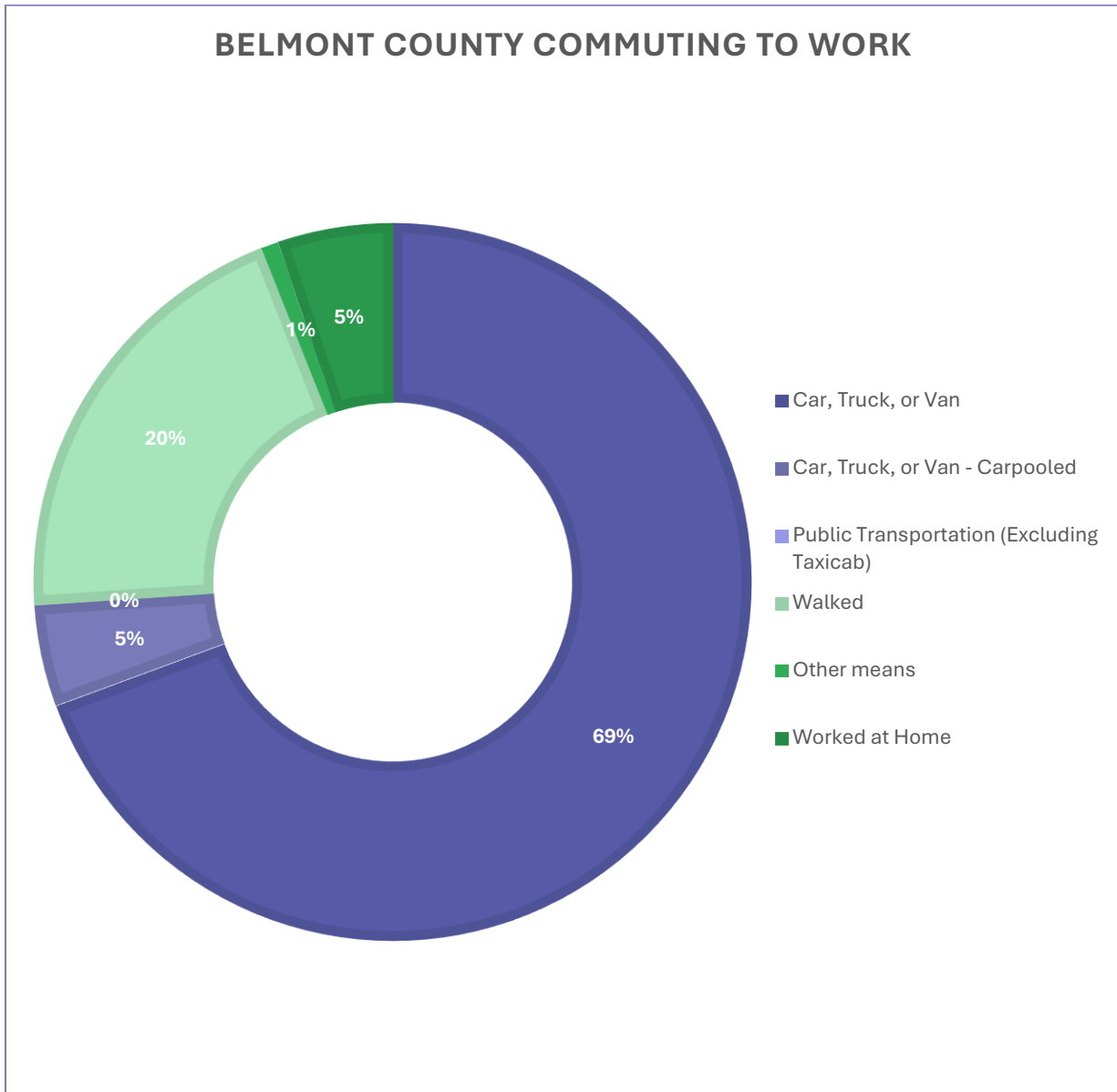


Figure 17: How Residents Commuted to Place of Work | Source: ACS 2023 5-Year Estimates Commuting Characteristics

Place of Work

Employment patterns in Belmont County show a mix of local and regional commuting. In 2026, 2,590 residents work within their place of residence, while 12,202 residents commute outside their local area for work. Additionally, 14,549 individuals who live outside Belmont County are employed within the county. This indicates that Belmont County serves as a regional employment hub, attracting a significant number of non-resident workers. The data suggests a need for transportation strategies that support both outbound commuting for residents and inbound commuting for non-residents, including potential regional transit coordination and infrastructure improvements.

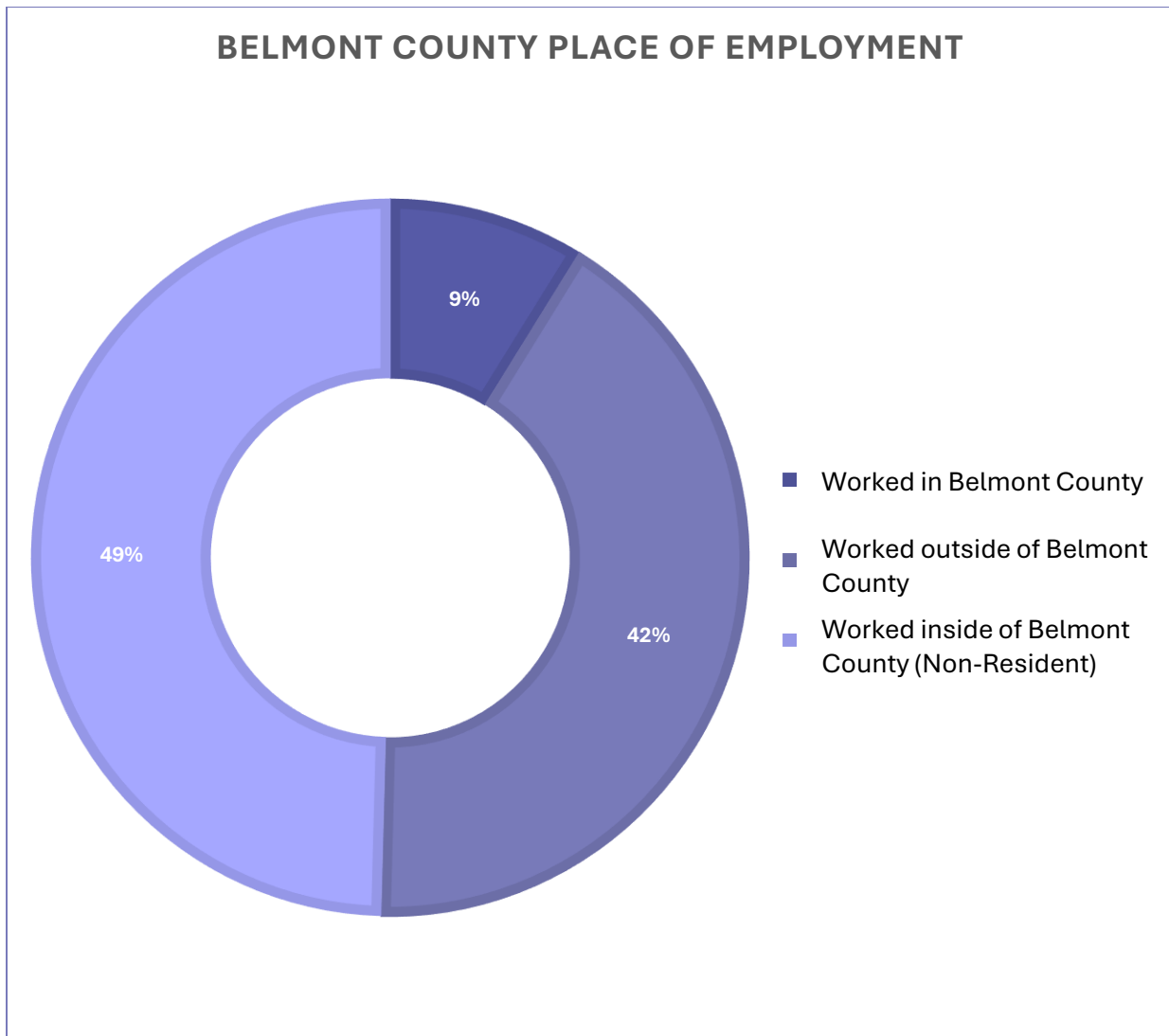
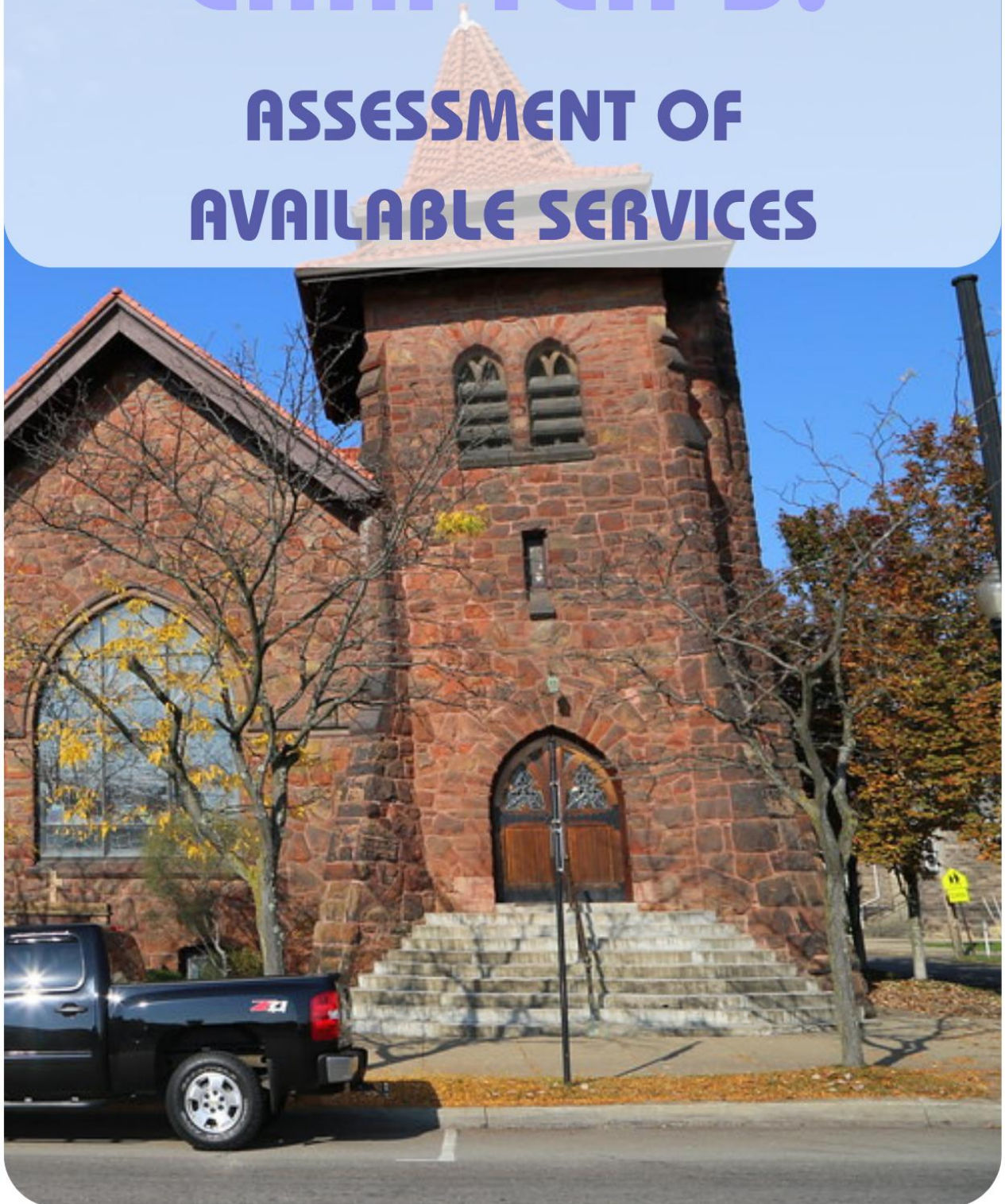


Figure 18: Place of Work | Source: ACS 2023 5-Year Estimates Place of Work

CHAPTER 3:

ASSESSMENT OF AVAILABLE SERVICES



CHAPTER 3: Assessment of Available Services

The development of the 2026–2030 Belmont County Coordinated Transit Plan for Human Services (CTP) is grounded in a thorough assessment of available services. This critical process, spearheaded by the Belomar Regional Council, is designed to evaluate the capabilities of existing transportation service providers and systematically analyze the prevailing gaps and duplications within the network, providing transportation planners with the essential information needed to implement targeted changes that will improve service availability, efficiency, and coordination for vulnerable populations in Belmont County and across county lines.

The Belomar Regional Council, leveraging its role as the regional planning partner and MPO, directed the methodology, which began by identifying key stakeholders from current and past planning committees and community service organizations. The core of the assessment was conducted through structured interviews where stakeholders articulated the specific services they provide, identified critical gaps in coverage (e.g., service hours, geographic areas), discussed emerging needs, and prioritized necessary service improvements. Information reported in previous local coordinated plans was also utilized to supplement the data gathered during this current effort, ensuring comprehensive historical context.

This CTP is being developed during a pivotal transition period: a regional coordination pilot, in which Belmont County participated, is scheduled to conclude in mid-2026. The Belomar Regional Council is now taking direct local leadership of the CTP, offering a timely opportunity to build upon lessons learned while firmly addressing specific local needs. A significant recent development supporting regional connectivity is the establishment of new GoBus intercity route stops on the Columbus to Pittsburgh route, which now includes stops in St. Clairsville (at Belmont College) and the Wheeling Intermodal Center. These connections provide county residents with enhanced access to major hubs for higher education, employment, and specialized medical facilities.

A key focus area for this CTP, informed by provider input, is the need to better quantify the benefits of vital services, specifically non-emergency medical and employment transportation for vulnerable populations. The assessment data will be used to develop practical and forward-looking strategies that enhance access, streamline coordination between providers, and position the county to effectively pursue crucial federal funding opportunities, such as Section 5310. Ultimately, this service assessment lays the groundwork for creating a transportation network that is more integrated and responsive to the human service mobility needs of Belmont County residents for the next planning cycle.

Inventory of Transportation Providers

The following list contains all identified main transportation providers in Belmont County.

- **Senior Services of Belmont County** – This is a non-profit organization/ public entity funded mainly through Belmont County Levy funds. The Senior Services of Belmont County (SSoBC) provides homebound and congregate nutrition services, homemaking, and personal care services, Non-Emergency Medical Transportation (NEMT) services, and operates 10 senior centers throughout Belmont County.
- **Eastern Ohio/ Ohio Valley Regional Transit Authority** – This is the local transit authority. Important to note is that Eastern Ohio Regional Transit Authority works with a Memorandum of Understanding (MOU) with the Ohio Valley Regional Transit Authority to provide transportation services and options on both sides of the river in the Wheeling area.
 - **Eastern Ohio/ Ohio Valley AdVANtage** – Service offered for those whose disability absolutely prevents using OVRTA/EORTA fixed-route accessible bus services. Trips are provided up to 1.5 miles from a fixed route bus route.
- **Belmont County Department of Job and Family Services** – The Belmont County Department of Job and Family Services (BCDJFS) does not offer direct services in-house but holds 5 contracts (listed below) to transport Medicaid eligible individuals on their behalf.
 - Neff’s Fire Department - \$750,000 Contract | Contact: [Mike Knowlton](#)
 - Martins Ferry EMS - \$750,000 Contract | Contact: [Mary Greer](#)
 - Barnesville Taxi - \$750,000 Contract | Contact: [Aaron or Cathy Wildman](#)
 - Green Cab - \$750,000 Contract | Contact: [John Rinaldi](#)
 - IC Cab - \$750,000 Contract | Contact: [Tate Blanchard](#)Further, BCDJFS has contracts with local gas stations to provide fuel for eligible Medicaid recipients who can drive themselves to and from medical appointments. They come in the form of vouchers that are issued to the recipient for a specific amount of fuel based on their type of vehicle, estimated MPG and the destination (Round trip) of their appointment. The gas stations they hold contracts are as follows:
 - Bellaire Marathon, Hissom’s Service Center, Zeake’s Exxon, NSB/2 Partner
- **Neffs Fire Department** – The Neffs fire department’s primary job is to provide fire and EMS services to the residents within their coverage area. Neffs also has a wheelchair van and courtesy van service which is offered to those in a nursing home or are Belmont County residents through the BCDJFS.
- **Martin’s Ferry EMS** – The Martins Ferry EMS is a fire department-based Emergency Medical Service providing emergency medical services to patients suffering illness or injury within the city of Martin’s Ferry and its surrounding mutual-aid communities. Martins Ferry EMS also provides non-emergency medical transportation for clients and/or patients to and from scheduled doctor appointments, health care testing as well as other medical needs.

Existing Transportation Services

The following information is derived from survey and interview tabulations involving 9 service providers. While informative, this summary does not capture every provider.

List of Transportation Service Providers

Senior Services of Belmont County

Transportation Service Type: Public Non-Profit/ On Demand

Other Services Provided: Home bound and congregate nutrition services, homemaking, personal care, Non-Emergency Medical Transportation, and senior centers.

Hours: 7:30 AM – 4:00 PM

Service Area: Belmont County

Eligibility: 60 Years old and a resident of Belmont County

Website: www.ssobc.com

Contact Information: Billy Marinacci, QA Administrator

(740) 695-4142

Billy.marinacci@ssobc.com

Belmont County Department of Job and Family Services

Transportation Service Type: Contracts with Transportation Service Providers: Barnesville Taxi, Green Cab, IC Cab, Martins Ferry EMS, Neffs Volunteer Fire Department

Other Services Provided: Job and Family Services, Gas Vouchers, Bus Tokens, Gas Cards

Hours: 8:00 AM – 4:00 PM

Service Area: Belmont County

Eligibility: Medicaid Eligible

Website: <https://belmontcdjfs.com>

Contact Information: John “Jack” Regis, Fiscal Administrator

(740) 579-0328

John.regis@jfs.ohio.gov

Jeffery Felton, Agency Director

(740) 579-0279

Jeffery.felton2@jfs.ohio.gov

Eastern Ohio/ Ohio Valley Regional Transit Authority (EORTA/OVRTA)

Transportation Service Type: Transportation Service and Options/ Buses/ Fixed Routes

Other Services Provided: None

Hours: 6:00 AM – 6:00 PM

Service Area: Wheeling, WV Area as well as Belmont County

Eligibility: None

Website: <https://OVRTA.org>

Contact Information: Lisa Weishar, Executive/Finance Director

(304) 232-2190

weishar@ovrta.org

Eastern Ohio/ Ohio Valley AdvANTage

Transportation Service Type: Transportation Service to Fixed Transit Routes

Other Services Provided: None

Hours: 6:00 AM – 6:00 PM

Service Area: Wheeling, WV Area as well as Belmont County

Eligibility: Must be approved and certified: [Van-Application.pdf](#)

Website: <https://OVRTA.org>

Contact Information: Lisa Weishar, Executive/Finance Director

(304) 232-2190

weishar@ovrta.org

Neffs Fire Department*

Transportation Service Type: Demand Response and BCDJFS with Wheelchair and Courtesy Vans

Other Services Provided: Fire Response and EMS Services to residents in their coverage area.

Hours: When Needed

Service Area: Belmont County

Eligibility: General public eligible for medical trips and BCDJFS eligible

Website: <https://www.facebook.com/p/Neffs-Fire-Dept-100071005642912/>

Contact Information: Mike Knowlton, Fire Chief

(740) 676-5563

nfdchief32@gmail.com

Martins Ferry EMS*

Transportation Service Type: Demand Response and BCDJFS

Other Services Provided: Emergency medical care to patients suffering illness or injury within the city of Martins Ferry and surrounding communities; also provides Non-Emergency Medical Transportation for clients/patients to and from medical appointments.

Hours: M-F 8:00 AM – 5:00 PM; weekends and after hours by appointment only

Service Area: Martins Ferry and surrounding communities.

Eligibility: Contracts/ Medical Necessity

Website: https://www.facebook.com/people/Martins-Ferry-Ems-IAFF-Local-4540/100089106798958/?_rdr

Contact Information: Mary Greer, EMS Supervisor

(740) 633-0313

mgmfems@yahoo.com

Barnesville Taxi*

Transportation Service Type: Taxi Service/ On-Demand Transportation & BCDJFS

Other Services Provided: Airport Transportation, Courier & Delivery Service

Hours: 9:00 AM – 5:00PM

Service Area: Barnesville and surrounding area within Belmont County

Eligibility: None

Website: <https://www.allbiz.com/business/barnesville-taxi-service-740-425-9900>

Contact Information: Aaron or Cathy Wildman, Owners

(740) 425-9900

barnesvilletaxi@yahoo.com

Green Cab*

Transportation Service Type: Taxi Service/ On-Demand Transportation & BCDJFS

Other Services Provided: Airport Transportation, Courier & Delivery Service

Hours: 4:00 AM – 6PM

Service Area: Belmont County

Eligibility: None

Website: <https://www.facebook.com/AthensGreenCab/>

Contact Information: John Rinaldi, Owner

(740) 200-3500

rinaldi@gmail.com

IC Cab*

Transportation Service Type: Taxi Service/ On-Demand Transportation & BCDJFS

Other Services Provided: Airport Transportation

Hours: 24 Hours per day

Service Area: Belmont County and Wheeling area (Ohio Valley)

Eligibility: None

Website: <https://www.iccab.com/>

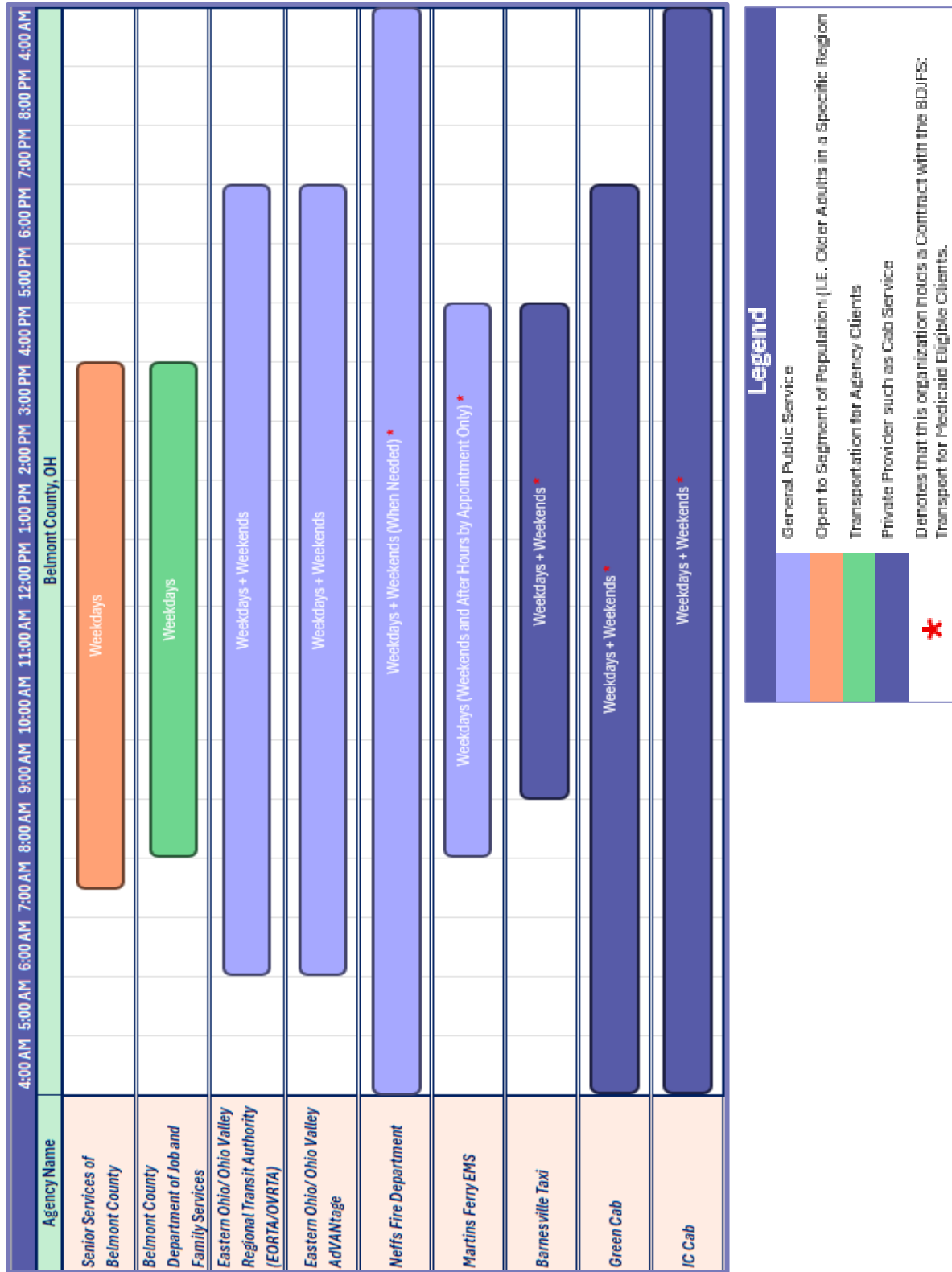
Contact Information: Tate Blanchard, Chief Development Director

(304) 905-8160 Ext 102

tblanchard@theicgroup.com

**Denotes that this provider holds a contract with BCDJFS for Medicaid eligible individuals*

Provider Timetable



Non-Traditional Transportation Services

Intercity Bus and Rail Services

GoBus Intercity Bus Service

GoBus is Ohio's rural intercity bus program, operated in partnership with the Ohio Department of Transportation, Hocking Athens Perry Community Action, and Barons Bus Lines. Recent service expansion now provides direct intercity bus connections between Columbus, Ohio and Pittsburgh, Pennsylvania, with regional stops at Belmont College in Belmont County and the Wheeling Intermodal Center in Ohio County, West Virginia. This route significantly enhances long-distance travel options for residents by providing affordable, scheduled access to major employment centers, healthcare services, higher education, and regional and national transportation connections, including the Pittsburgh International Airport.

GoBus operates daily service, with schedules and fares varying by route and day. Detailed route information, schedules, and ticketing are available at www.ridegobus.com or by phone at 888-954-6287. GoBus should be considered a key intercity mobility partner and included in ongoing coordination, outreach, and stakeholder engagement efforts related to regional transportation planning.

Taxi Services

Barnesville Taxi

Barnesville Taxi provides on-demand taxi service in Barnesville and the surrounding areas of Belmont County. The service operates Monday through Friday from 9:00 AM to 5:00 PM and offers airport transportation and courier/delivery services. Barnesville Taxi holds a contract with the Belmont County Department of Job and Family Services (BCDJFS), supporting trips related to employment, medical appointments, and other human service needs. Additional information is available at <https://www.allbiz.com/business/barnesville-taxi-service-740-425-9900/>, or by phone at (740) 425-9900.

Green Cab

Green Cab provides on-demand taxi service throughout Belmont County, with operating hours from 4:00 AM to 6:00 PM. In addition to standard taxi service, Green Cab offers airport transportation as well as courier and delivery services. The company maintains a transportation contract with the Belmont County Department of Job and Family Services (BCDJFS), making it an important resource for employment, healthcare, and human service-related trips. Green Cab can be contacted at (740) 200-3500, and more information is available at <https://www.facebook.com/AthensGreenCab/>.

CHAPTER 3: Assessment of Available Services

IC Cab

IC Cab offers 24-hour, on-demand taxi service serving Belmont County and the greater Ohio Valley, including the Wheeling area. The service provides flexible, around-the-clock transportation and includes airport transportation options. IC Cab holds a contract with the Belmont County Department of Job and Family Services (BCDJFS), supporting time-sensitive and non-traditional trips that may fall outside typical public transit hours. IC Cab can be reached by phone at (304) 905-8160 ext. 102, or online at <https://www.iccab.com/>.

Volunteer Drive Programs

Faith in Action

Faith in Action is a faith-based, volunteer driver program serving older adults (62+) and individuals with disabilities who reside in Belmont, Ohio, and Marshall counties, with limited-service availability in Belmont County primarily east of St. Clairsville. The program provides free services with no income eligibility requirements and relies entirely on a volunteer driver model, with approximately 62 volunteer drivers who use their personal, insured vehicles; the organization does not own vehicles and cannot guarantee trip fulfillment. Faith in Action provides escorted transportation to local medical, dental, and vision appointments, as well as trips for grocery shopping, errands, and personal appointments such as hair services.

Transportation cannot be provided for individuals who require oxygen or who are unable to transfer from a wheelchair to a passenger vehicle, and very few volunteers are able or willing to transport individuals using even folding wheelchairs. Individuals must complete a brief application to become a “Care Receiver” and request trips by phone, typically requiring 7–10 business days’ advance notice, with trips scheduled only if a volunteer is available. The program maintains a database of over 1,300 registered individuals and receives an estimated 250 trip requests per month, though usage varies widely, and limited volunteer willingness to travel west of St. Clairsville means residents of communities such as Barnesville are often referred to other providers. To request assistance or obtain an application, individuals or referring professionals may contact Faith in Action by phone at (304) 238-9124, by email at yverno@faithinactionwheeling.org, or visit <https://faithinactionwheeling.org>.

Assessment of Community Support for Transit

Overall, the BCDJFS appears to direct most of the community support for transit with the contracts they have with their service providers. They receive good support from Martins Ferry EMS, Neffs Fire Department, Green Cab, IC Cab, and Barnesville Taxi to provide transportation service in Belmont County. It will be important to gain more support from other involved stakeholders in the county such as commissioners, hospitals, Department of Developmental Disabilities, Veteran Services and other governing agencies to provide service as necessary.



Safety

The transportation service providers in Belmont County all provide driver training courses for their drivers to provide service to their clients. Driver safety courses, CPR, first aid, defensive driving courses, D.R.I.V.E., bloodborne pathogen, and wheelchair assistance are all examples of training the drivers receive for these services. Only BCDJFS and their contracted service providers provide Medicaid eligible trips to their passengers who qualify. EORTA/OVRTA has worked with travel trainers in the past from the Seeing Hand Association and the Wheeling Area Training Center for the Handicapped (W.A.T.C.H.), Further, they are a listed Safe Space for All. Overall, the safety training provided by the transportation service providers in Belmont County is sufficient, but it always can benefit from more safety programs as necessary.

Emergency Management Coordination

The Belmont County Emergency Management Agency (BCEMA) sits as the central point of coordination within the county for response and recovery to disasters. The BCEMA has a restricted Emergency Operations Plan. More information can be found out by reaching out to the BCEMA by emailing: emergency.management@co.belmont.oh.us.

Belmont County and Neighboring County EMA Contact Information

Belmont County EMA

Contact Information:
Dave Ivan, Agency Director
(740) 695-5984
emergency.management@co.belmont.oh.us

Monroe County EMA

Contact Information:
Phillip Keevert, EMA Director
(740) 472-2144
philkeevert@gmail.com

Noble County EMA

Contact Information:
Erica Rossiter, Director
(740) 732-7387
nobleema@noblecountyohio.gov

Guernsey County EMA

Contact Information:
Benjamin Bonnell, EMA Director
(740) 432-9262
bbonnell@guernseycounty.org

Harrison County EMA

Contact Information:
Eric Wilson, Agency Director
(740) 942-3922
ewilson@harrisoncountyohio.org

Jefferson County EMA

Contact Information:
John Parker, Agency Director
(740) 264-4646
jeffersoncounty88@yahoo.com

Ohio County EMA, WV

Contact Information:
Louis Vargo, Director
(304) 234-3756
lvargo@ohiocountywv.gov

Marshall County EMA, WV

Contact Information:
Tom Hart, Director
(304) 843-1130
thart@marshallcountywv.gov

Vehicles

Survey/Interview participants listed a combined total of 114 vehicles. 46 or approximately 40% of the total vehicles are wheelchair accessible.

Most providers besides the private cab companies who hold contracts with BCDJFS offer wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. While nearly 67% of providers offer non-emergency medical transport, meeting the demand for wheelchair-accessible trips remains a challenge. Only 33% of respondents feel they fully meet current demand, while the remainder report they only "sometimes" or "no" longer meet it. The primary barrier for private entities is the high cost of acquiring specialized vehicles; for example, one for-profit provider expressed a strong desire to partner with non-profits to bridge the gap in affordable access. Operationally, demand often exceeds supply on days with "concurrent long-distance wheelchair trips," which maximize vehicle utilization and exhaust fleet capacity. These long-distance commitments leave fewer accessible vehicles available for local, shorter-duration trips.

As vehicles age, they require additional maintenance, may break down more often, and become more costly to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided. Replacement is a critical concern, as 100% of respondents anticipate needing new vehicles within five years. Notably, even relatively new vehicles (model year 2023) are already reaching "wear out" status due to high usage, with some units having already accumulated over 200,000 miles. With 50% of providers lacking a formal replacement schedule, the fleet's ability to maintain its current "Good" to "Excellent" condition rating is at risk without a structured capital plan.

Summary of Existing Service

Transportation providers collectively operate 114 vehicles, 46 or approximately 40% of which are wheelchair accessible. While most providers offer Non-Emergency Medical Transportation, demand for wheelchair-accessible trips often exceeds available capacity, especially for concurrent long-distance trips. Aging fleets, high mileage, and limited replacement planning present growing challenges to maintaining service levels countywide.

Public Transit Services

EORTA/OVRTA provides fixed-route bus service throughout Belmont County and the Wheeling, West Virginia area under a bi-state Memorandum of Understanding. Service is available to the general public with no eligibility requirements.

AdVANtage service offers demand-response transportation for individuals whose disabilities prevent them from using fixed-route buses. Trips are provided within 1.5 miles of established routes and require prior certification.

Senior Transportation Services

Senior Services of Belmont County provides on-demand Non-Emergency Medical Transportation for county residents aged 60 and older. Transportation is closely coordinated with other services, including senior centers, nutrition programs, homemaking, and personal care, supporting aging in place and independence.

Medicaid Transportation

Belmont County Department of Job and Family Services serves as the primary coordinator of Medicaid-eligible transportation in Belmont County. The agency manages transportation through five contracted providers, including Neffs Fire Department, Martins Ferry EMS, Barnesville Taxi, Green Cab, and IC Cab. BCDJFS also supplements provider services through gas vouchers, gas cards, and bus tokens, allowing eligible individuals to drive themselves or access transit when traditional transportation is unavailable.

Emergency Service Based Transportation

Martins Ferry EMS and Neffs Fire Department provide a combination of emergency response and scheduled Non-Emergency Medical Transportation. These services are particularly important for medically necessary trips and wheelchair-accessible transportation coordinated through BCDJFS. Neffs Fire Department also offers wheelchair and courtesy van services for nursing home residents and eligible county residents.

Private On Demand Transportation

IC Cab, Green Cab, and Barnesville Taxi all deliver on-demand transportation throughout Belmont County, with hours ranging from extended daytime service to 24-hour availability. All three providers hold contracts with BCDJFS and play a critical role in meeting Medicaid transportation needs, including after-hours and long-distance trips.

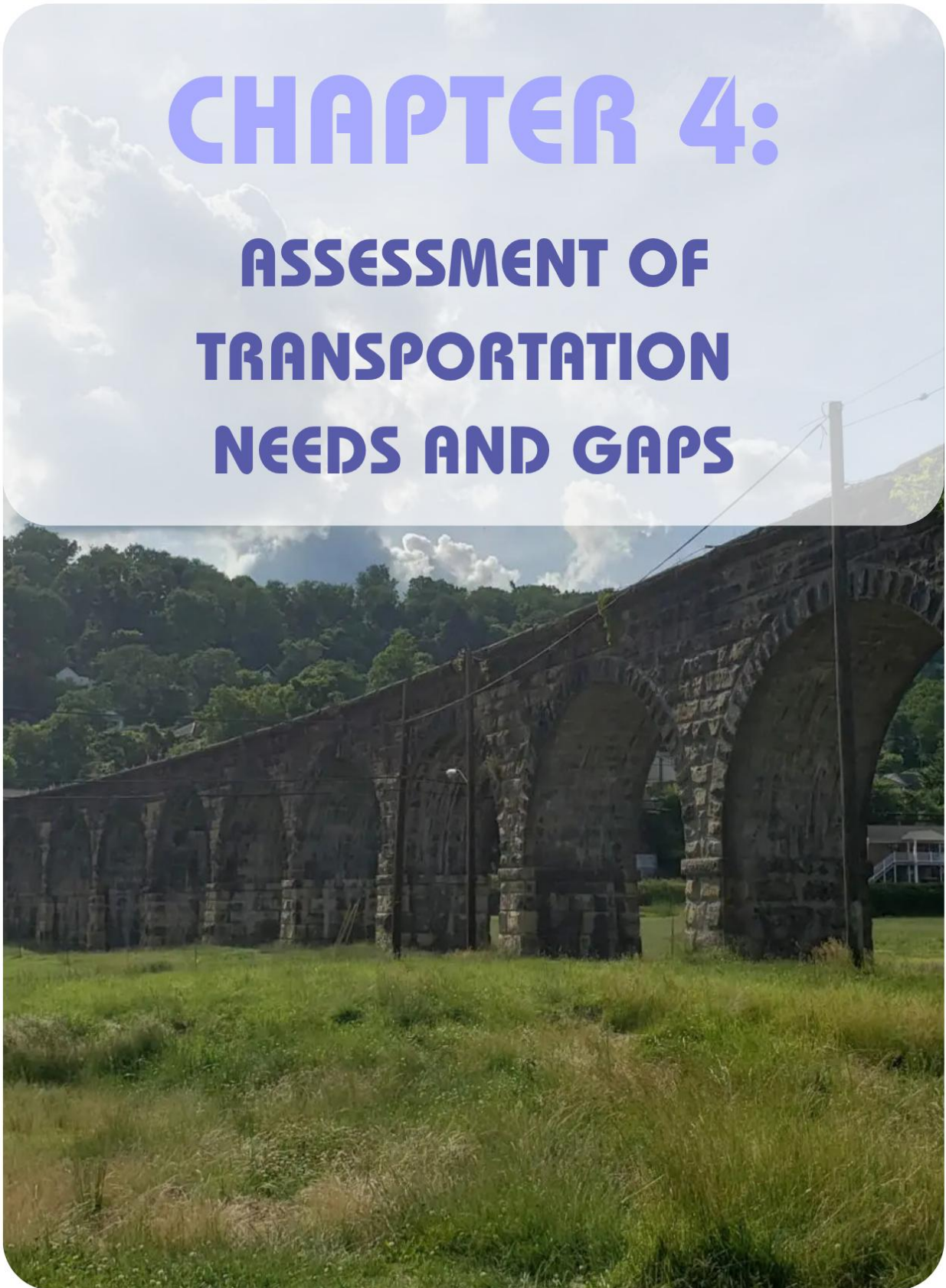
Non-Traditional Transportation Options

GoBus provides daily intercity bus service between Columbus, Ohio and Pittsburgh, Pennsylvania, with regional stops at Belmont College and the Wheeling Intermodal Center. The service expands access to employment, healthcare, higher education, and regional and national transportation connections.

Faith in Action offers free, volunteer-based transportation for older adults and individuals with disabilities. Service includes escorted trips to medical appointments, shopping, and personal errands. Availability is limited by volunteer capacity and geographic coverage, with reduced service in western Belmont County.

CHAPTER 4:

ASSESSMENT OF TRANSPORTATION NEEDS AND GAPS



CHAPTER 4: Assessment of Transportation needs and Gaps

The planning committee initiated a critical effort to identify existing transportation needs and service gaps, forming the essential foundation for a coordinated transportation plan. This assessment rigorously combined a review of research and demographic data with crucial, direct input solicited from the community and key stakeholders. By integrating statistical evidence with real-world experiences, the committee aimed to accurately map the current service landscape, focusing on where deficiencies and unmet demands exist among the county's residents.

The evaluation of service gaps went beyond general demographics, focusing specifically on functional and geographic shortcomings. Analysis first utilized geographic data to pinpoint unserved or underserved areas, identifying physical voids in the service network. Concurrently, input was gathered from key groups. This included targeted populations, transportation providers, and the general public which assisted to capture practical barriers and operational constraints. This perspective ensures that solutions address both service access and functional inadequacy.

The Bel-O-Mar Regional Council, as the lead agency, managed a robust stakeholder engagement process, proactively contacting a diverse range of organizations, including social service agencies and local governments. This collaboration was vital for collecting specific, nuanced knowledge about systemic challenges and ensuring that every entity potentially affected by the new plan had a voice in its development. This approach fostered community support and ensured the plan is aligned with the needs of those responsible for service delivery and usage.

To execute these comprehensive needs assessment successfully, the planning committee employed four distinct methodologies, ensuring both quantitative rigor and qualitative depth. These formal techniques, which were critical for building a complete dataset, included:

- Assessment of data and demographics
- Planning and stakeholder meetings
- Public survey
- Transportation provider survey

These combined efforts guarantee that the subsequent recommendations are well-informed, targeted, and strategically aligned with the verified needs of the Belmont County community.

Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because of a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.

Population Density of Individuals 65+

The following *Figure 19* illustrates the areas where the number of older adults (age 65 and older) is at or above the Belmont County average.

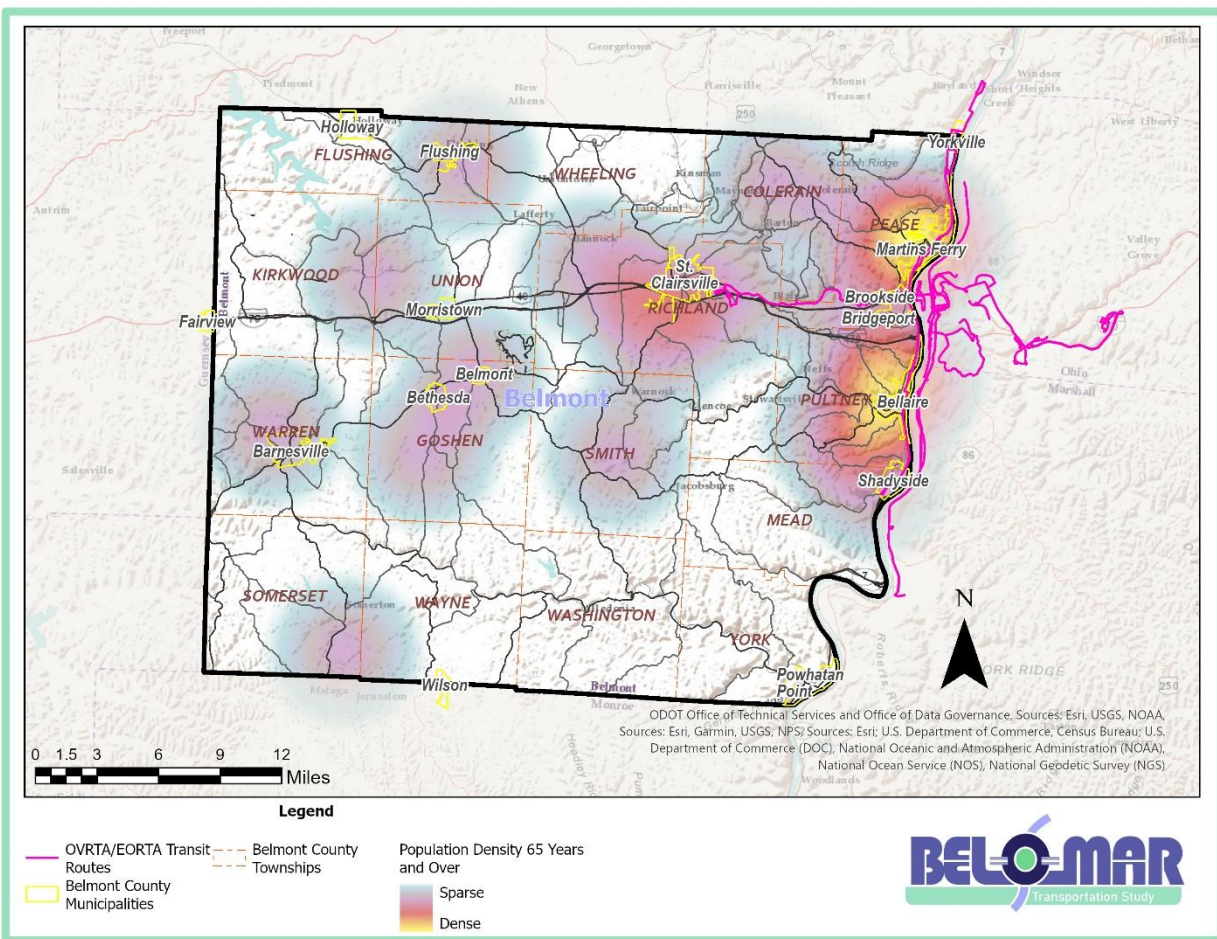


Figure 19: Population Density of Individuals Age 65 and Older

Zero Vehicle Households

Figure 20 below indicates the areas where the number of zero vehicle households is above the Belmont County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

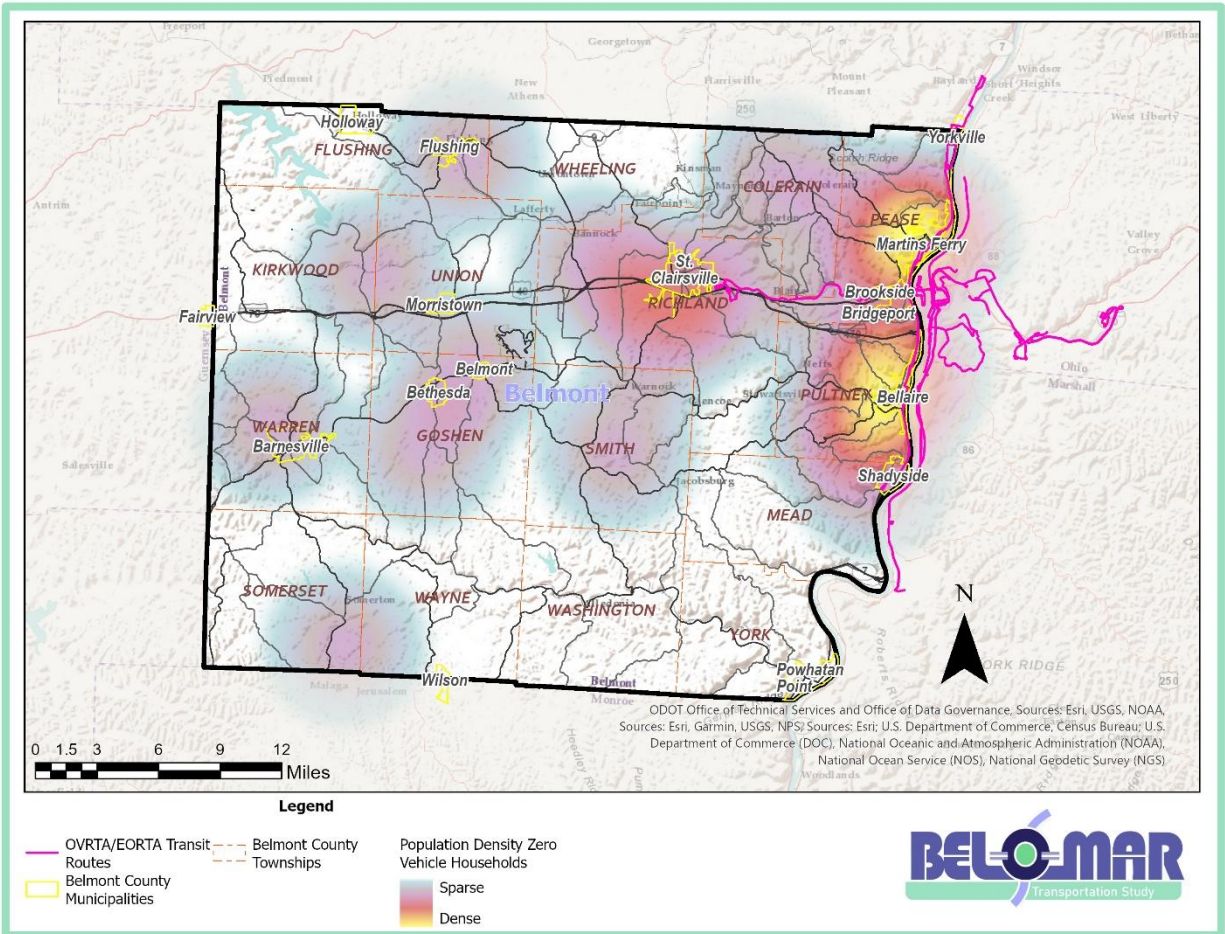


Figure 20: Density of Zero Vehicle Households

Major Trip Generators

Figure 21 illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle.

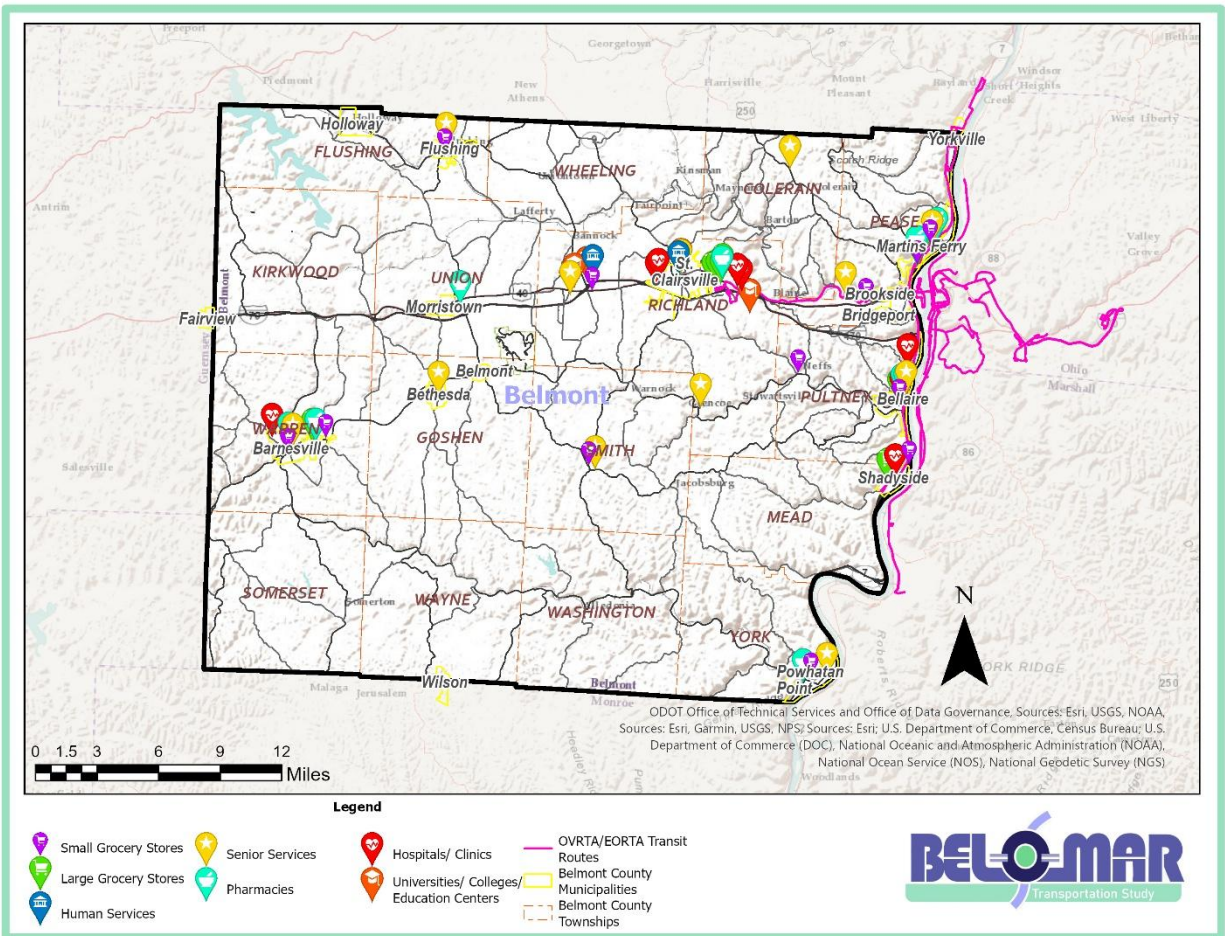


Figure 21: Major Trip Generators

Analysis of Demographic Data

Belmont County's current demographic and socio-economic profile reveals critical shifts and persistent challenges that define its future transportation needs, building upon and diverging from the observations made in the 2018 plan. The county is primarily characterized by an aging population, a high rate of disability, and a deep reliance on personal vehicles, all of which heavily influence the demand for comprehensive and affordable transit.

The most significant factor impacting future transportation planning is the county's demographic trajectory. Belmont County is rapidly becoming a community of older adults. While the 2018 plan noted a "growing senior and young population," current projections show the senior population (65+) is expanding dramatically, especially the 65 and over age group, while several working-age groups (35-54) are projected to decline. This growth in the oldest demographic directly correlates with the county's high rate of disability: approximately 16% of the population is disabled, and the number of disabled seniors is expected to grow significantly by 2030. This makes reachable, reliable, and frequent transportation essential, particularly to connect these vulnerable residents to healthcare facilities, senior centers, and critical social services. Targeted service enhancements are vital for townships with the highest concentrations of disabled individuals, such as Wheeling, Pease, Pultney, and Washington.

While poverty levels have improved significantly since 2018, with the percentage of households below the Federal Poverty Level dropping, approximately 8,800 individuals (14%) still live in poverty. This financial barrier, combined with a persistent lack of vehicle access for a substantial minority of households, creates significant transportation challenges. Crucially, 7% of owner-occupied homes and 13% of renter-occupied homes lack a vehicle, highlighting a critical dependence on public or shared transit for daily necessities like shopping, medical appointments, and employment commutes. Furthermore, while the county is largely homogenous, small pockets of Limited English Proficiency (LEP) households, particularly in Somerset, Wayne, Washington, and York, require comprehensive service planning and multilingual outreach.

Belmont County exhibits a deep-seated reliance on personal vehicles, with 69% of workers driving alone and a negligible reported use of public transportation (0%). This suggests a significant gap in transit options for those unable to drive. Furthermore, the county functions as a regional employment hub, attracting 14,549 non-residents to work while 12,202 residents commute out. This two-way flow underscores the need for transportation strategies that support both local access to job centers and regional connectivity.

General Public and Stakeholder Meetings/ Focus Groups

As part of this planning effort, the Bel-O-Mar Regional Council conducted a comprehensive series of general public meetings, stakeholder meetings, and focus groups to identify unmet transportation needs and gaps in mobility and transportation services. In total, Bel-O-Mar facilitated 7 meetings, including three stakeholder meetings, three focus groups, and one public comment meeting at which the draft plan was made available for review.

Across all meetings and focus groups, 66 individuals participated. Of those participants, 26 self-identified as older adults and 19 self-identified as being a person with a disability. This level of participation reflects intentional outreach to populations most likely to experience transportation barriers and ensured that perspectives from individuals with lived experience informed the planning process. Additional details regarding individual meetings and attendance are available upon request.

Meetings

During meetings, Bel-O-Mar Regional Council staff presented an overview of historical coordinated transportation efforts in Belmont County, along with updates on activities and services implemented since the previous Coordinated Public Transit–Human Services Transportation Plan. This provided participants with context on existing coordination efforts and progress made toward addressing previously identified transportation gaps.

Following the presentation, participants were asked to review transportation needs and service gaps identified in the prior plan and any subsequent updates. Through facilitated discussion, participants identified gaps that were no longer applicable, confirmed those that remain relevant, and proposed new unmet transportation needs. While the primary focus was on transportation for older adults, individuals with disabilities, and people with low incomes, several topics raised also reflected broader mobility challenges affecting the general public.

In total, participants discussed 12 unmet transportation needs and service gaps to be addressed, preserved, avoided, or eliminated through coordination. These identified needs directly informed the development of transportation goals, strategies, and future grant applications. A summary of unmet needs identified through meetings and focus groups, along with those identified through the public survey, is provided in the exhibit at the end of this section.

Focus Groups

Recognizing that traditional public meetings can present participation barriers for older adults and individuals with disabilities, Bel-O-Mar coordinated closely with Senior Services of Belmont County and the Belmont County Board of Developmental Disabilities to conduct targeted focus groups and stakeholder interviews on-site. These sessions were structured to ensure meaningful participation and to incorporate planning activities directly into the engagement process.



Senior Services of Belmont County***Martins Ferry Center***

January 9, 2026, at 10:30 AM

Fourteen (14) participants attended, with a majority self-identifying as individuals over age 65 and as persons with disabilities.

Barnesville Center

February 2, 2026, at 9:00 AM

Eleven (11) participants attended, all of whom self-identified as being over age 65, with two (2) also identifying as persons with disabilities. This location helped ensure representation from the western portion of the county.

Belmont County Board of Developmental Disabilities

January 13, 2026, at 1:00 PM

Seven (7) participants attended, including both individuals receiving services and service providers. Participants self-selected demographic identifiers such as age and disability status and were interviewed based on lived transportation experiences.

During focus groups, participants engaged in structured interview questions and a needs-ranking exercise consistent with activities presented to the project steering committee. Rankings from these exercises were integrated into the overall scoring and prioritization of transportation needs and gaps, which directly informed the goals and strategies of this plan. A SWOT analysis was conducted during the first focus group as a pilot activity; however, to allow sufficient time for in-depth discussion and ranking exercises, the SWOT activity was not repeated in subsequent focus groups.

Surveys

Survey Design and Outreach

The community survey, which opened on December 10th, 2025, and closed on March 1st, 2026, was intentionally designed to capture input from a broad range of residents, with particular emphasis on individuals who are more likely to experience transportation barriers, including older adults, individuals with disabilities, and residents with limited or fixed incomes. Rather than focusing solely on demographic identifiers, survey questions emphasized functional transportation needs and barriers, such as challenges with driving, vehicle ownership, service availability, affordability, and travel timing. This approach allowed respondents to share lived transportation experiences regardless of age, disability status, or income level.

Outreach efforts combined broad public distribution with targeted engagement at locations serving mobility-limited populations. Printed survey flyers were distributed at key service locations, including the Belmont County Board of Developmental Disabilities, the Belmont County Department of Job and Family Services, and multiple senior service providers throughout Belmont County.

The survey was also promoted online through the Bel-O-Mar Regional Council's Facebook page, where the initial post, posted on December 10th, 2025, generated substantial visibility, reaching over 3,400 users and producing more than 6,700 views, largely from individuals outside Bel-O-Mar's existing follower base. Numerous local organizations further amplified outreach by sharing the survey with their own networks and clients. In addition, surveys were distributed at three Bel-O-Mar focus group meetings, where participants were encouraged to complete the survey and share it with others.

Survey Results Summary

The following survey summary includes the information gained from the following surveys that were performed. 195 surveys from the general public: 26.15% of individuals with disabilities completed the survey; 69.23% of older adults completed the survey.

Respondent Demographics and Geographic Distribution

Survey respondents represented a mix of household types and living environments, with 64.6% residing in town-based areas and 35.4% living in rural locations. Responses were received from ZIP codes throughout Belmont County, with higher concentrations in 43912, 43713, 43950, among others, demonstrating geographically diverse participation.

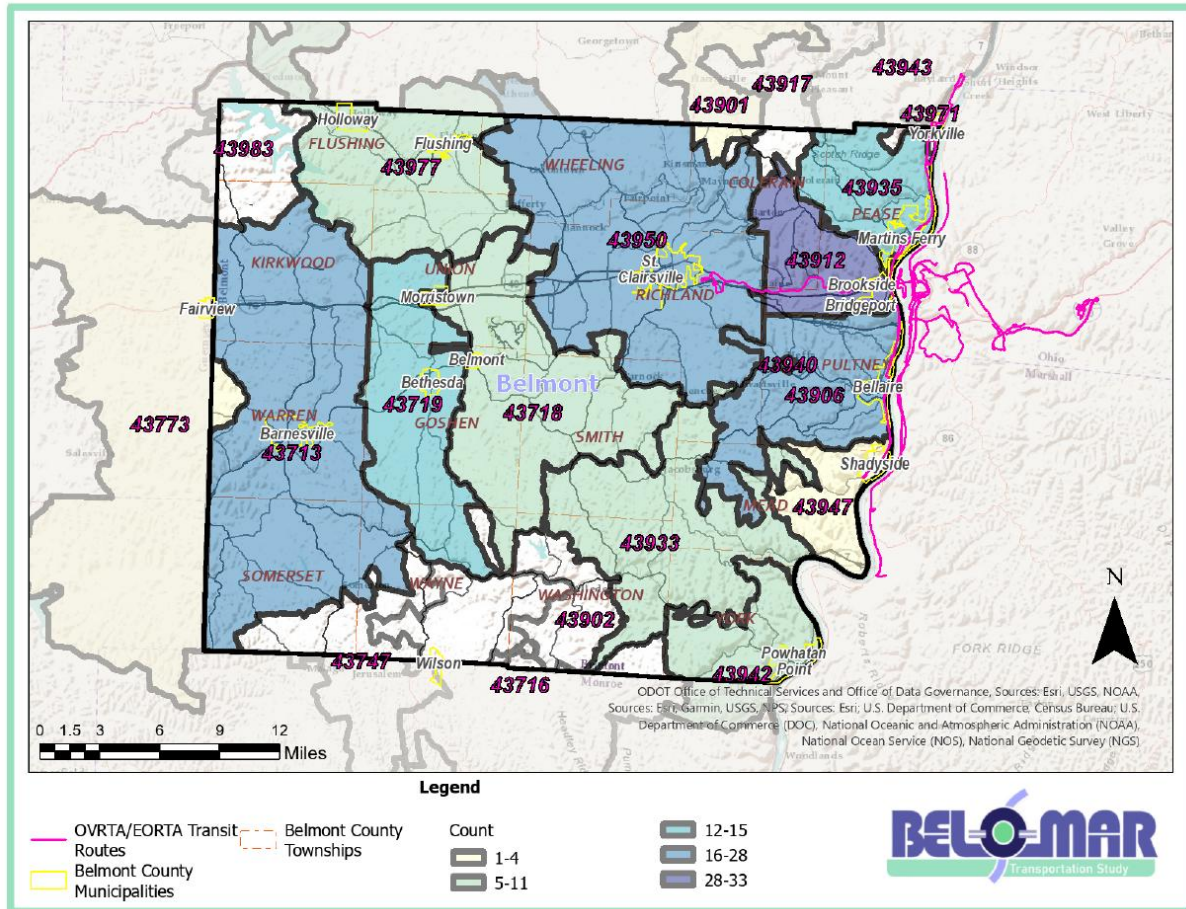


Figure 22: Survey Response Density by ZIP Code

Demographic information was collected to provide general context. Respondents included individuals across multiple age groups and genders, with many reporting life circumstances commonly associated with transportation limitations, such as health conditions, disability, or reliance on fixed incomes. This demographic context supports the relevance of survey findings to populations most affected by transportation access.

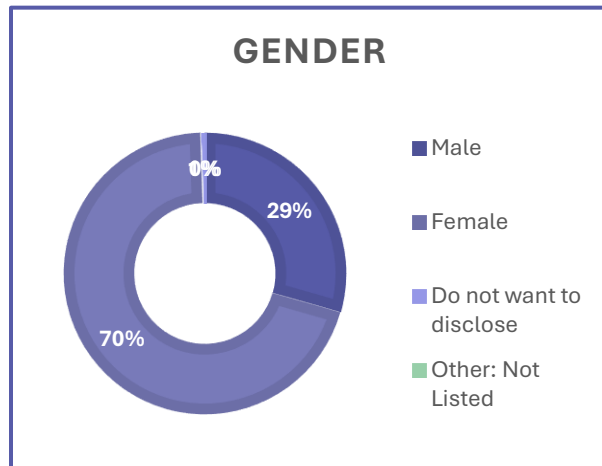


Figure 23: Gender Responses

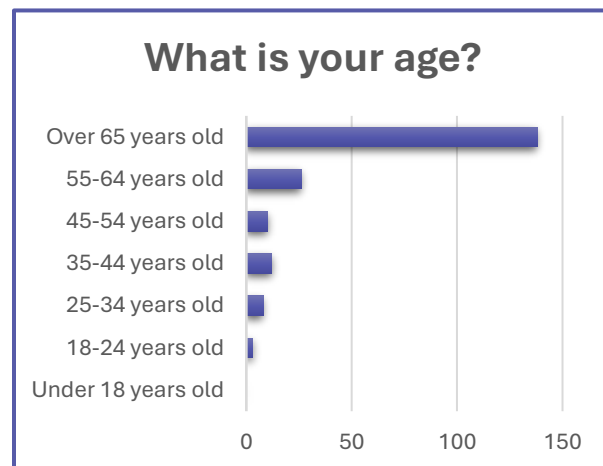


Figure 24: Age Distribution of Responses

CHAPTER 4: Assessment of Transportation needs and Gaps

Transportation Access and Usage

Transportation demand was highest during weekday daytime hours, particularly in the morning (8:00 AM–12:00 PM) and afternoon (12:00 PM–4:00 PM). However, a notable share of respondents also indicated the need for early morning and evening transportation, reflecting trips related to medical appointments, employment, and essential errands. While weekend demand was lower than weekday demand, a meaningful number of respondents reported travel needs on Saturdays and Sundays.

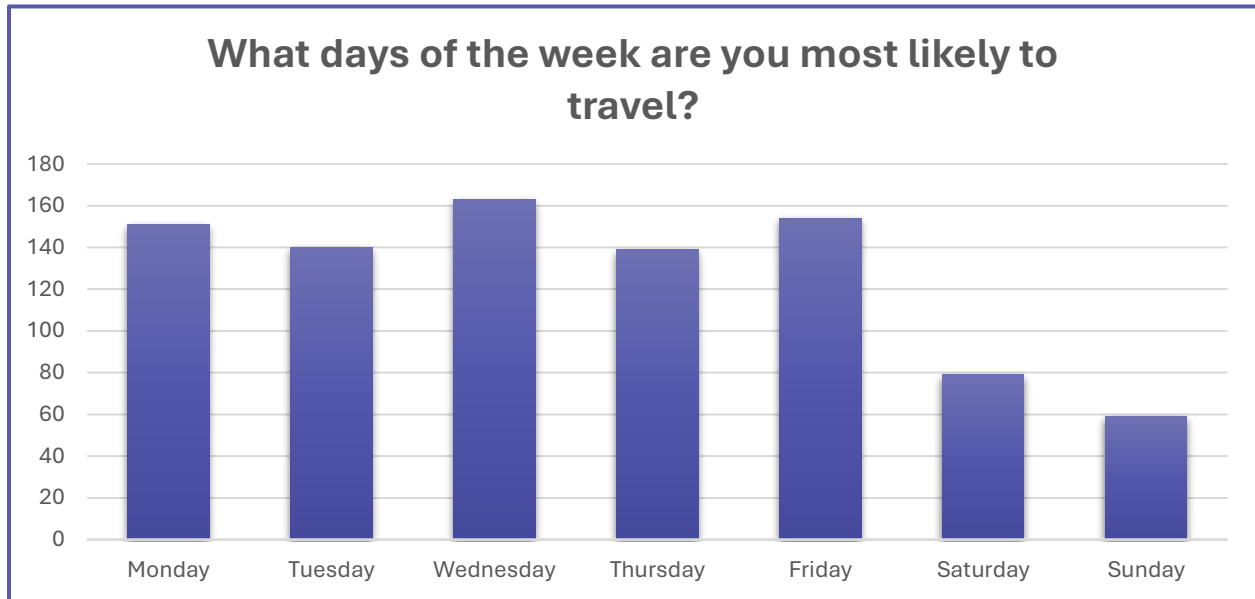


Figure 25: Days of the Week Most Likely to Travel

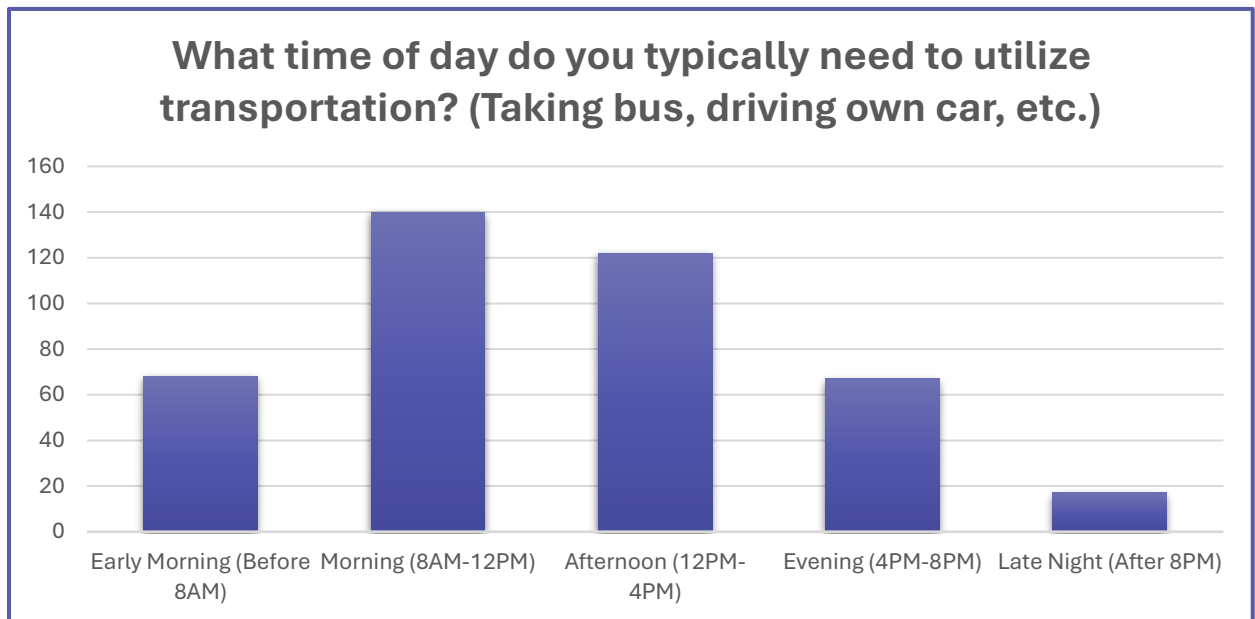


Figure 26: Time of Day Transportation is Needed



When asked whether lack of transportation prevents them from going where they need or want to go, approximately 30% of respondents agreed, while another 33% indicated neutral, suggesting that transportation barriers are often situational emerging at specific times, for certain trip purposes, or when services are unavailable or unaffordable.

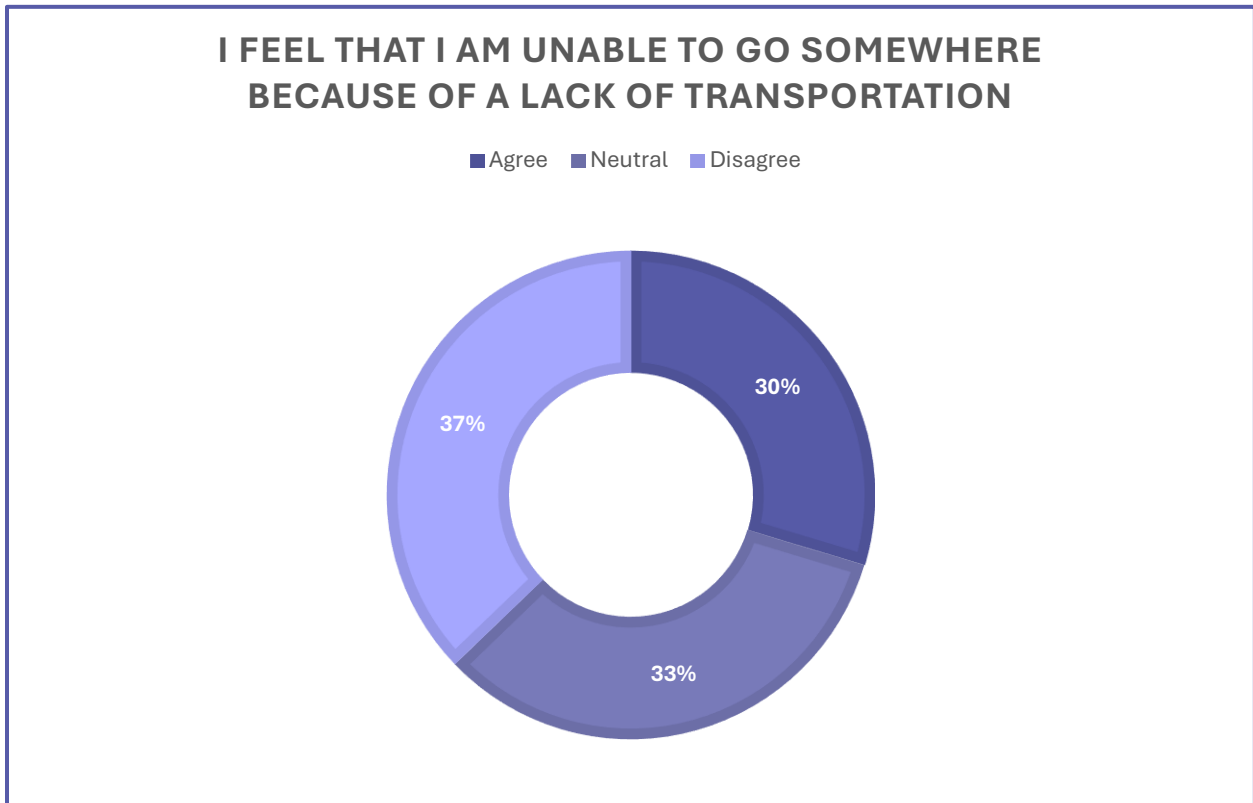


Figure 27: Unmet Transportation Needs

Transportation Improvements and Community Needs

Respondents identified several challenges with existing transportation options, including limited availability, cost, health or physical limitations, and service schedules that do not align with needs. Many respondents emphasized the need for transportation that supports non-medical trips, such as grocery shopping, employment, social activities, and community events, in addition to medical appointments.

Barriers to active transportation were also reported, most frequently physical limitations, weather conditions, distance, and lack of safe walking or biking infrastructure, indicating that active transportation alone is not a feasible option for many residents.

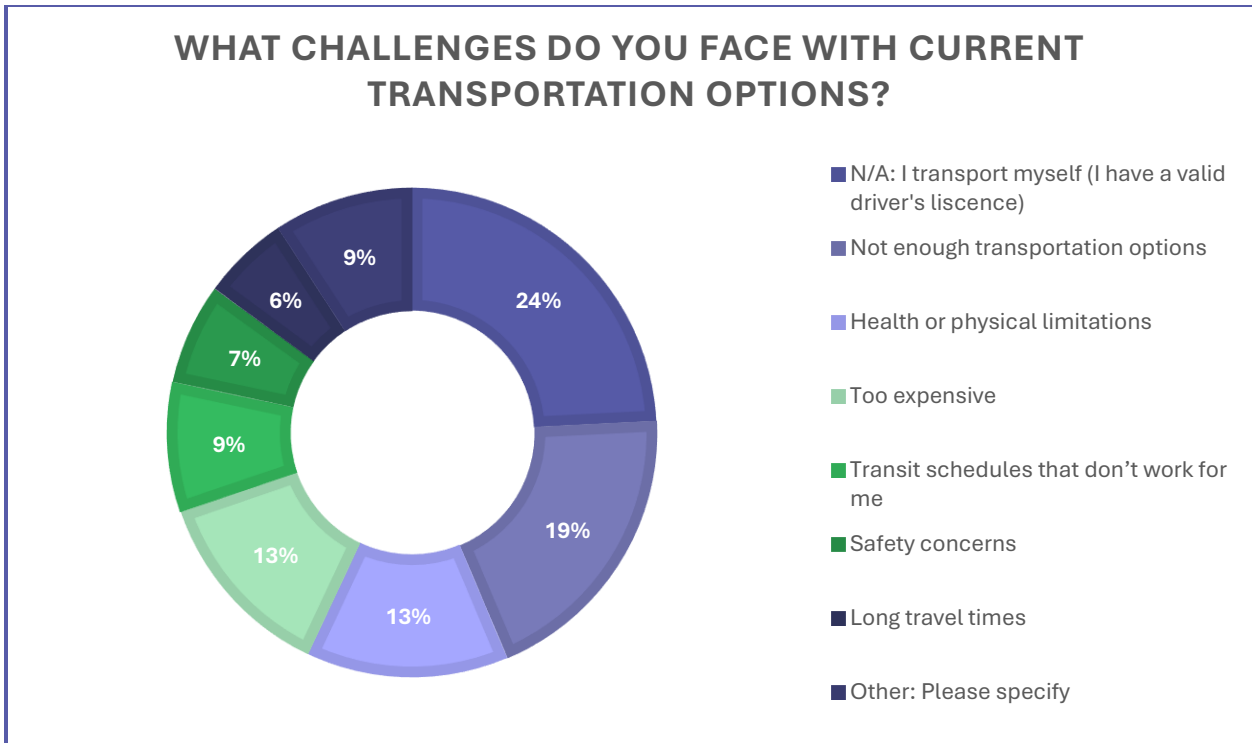


Figure 28: Challenges with Current Transportation Options

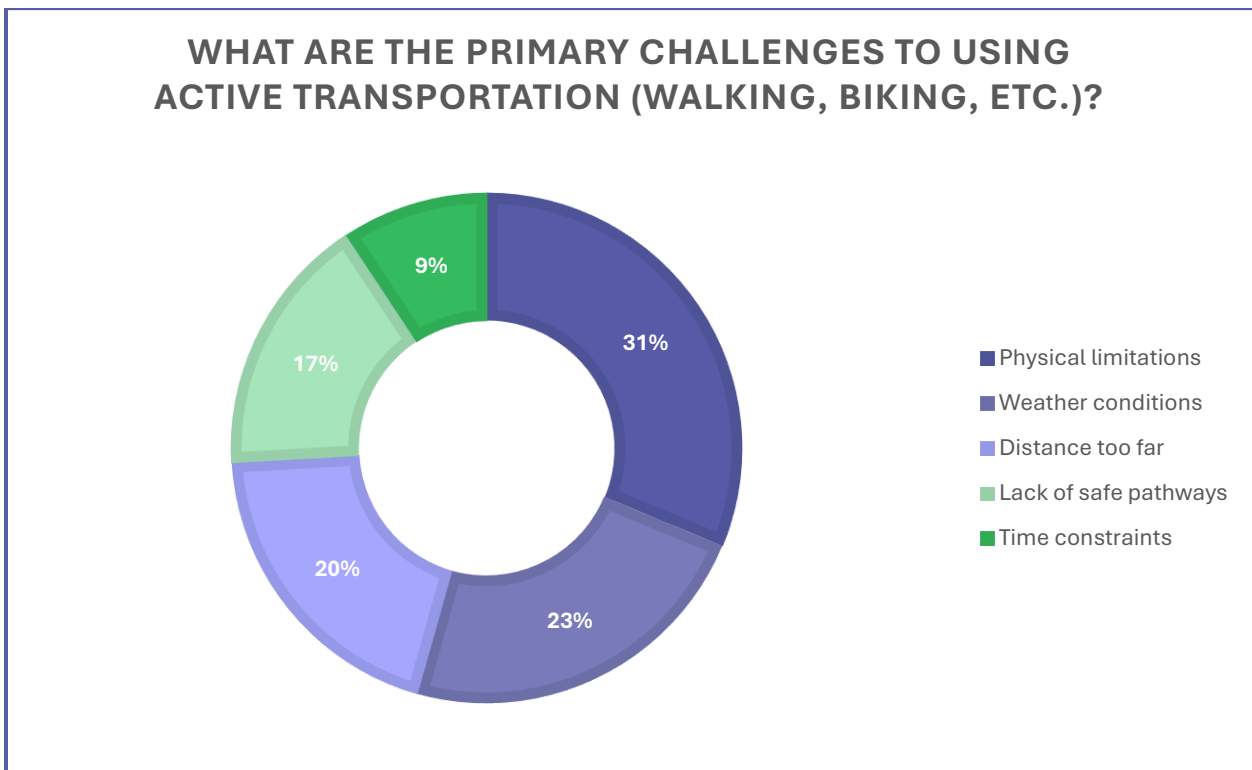


Figure 29: Barriers to Active Transportation

Free Response

*A full table of free responses are in Appendix E.

Open-ended survey responses reinforced quantitative findings and illustrated the real-world impact of transportation access on daily life. Common themes included independence, access to essential services, social connection, and quality of life. Representative comments include:

“It would be life changing. I have access to medical appointments but never get to take part in community events or interests of my choice so most [of the] time I am stuck at home. I can't do grocery shopping or go to the laundromat. I am depressed to no transportation.”

“My life would be more fulfilling. I am using a rollator and unable to drive because of a spinal cord disability. I have lost my freedom.”

“It would be amazing for me. I could be more independent. I miss out on things like special [Olympics] sports or community events because I don't have a way there. I would be able to do so much more. It's even hard sometimes to get transportation for doctor appointments. I was limited to where I could be employed because of transportation limitations.”

Summary of Key Findings

Overall, the survey demonstrates that:

- Transportation needs are driven by mobility limitations, disability, affordability, and service availability, not age alone.
- Many residents face barriers to driving or vehicle ownership.
- More than half of respondents believe current transportation options are insufficient.
- Demand is strongest during weekday daytime hours, with meaningful needs during early mornings, evenings, and weekends.
- Residents seek transportation that supports independence, non-medical trips, and broader community engagement.

These findings directly inform the service gaps, needs, goals, and strategies presented later in this plan.

Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. These challenges include the following:

- Limited Funding
- Local Match
- Limited Resources/Technology
- Limited Broadband Service
- Insufficient Marketing
- Outreach to Public
- Incompatible Technology among Agencies
- Trip Duplications
- Transportation Service Provider Barriers/Limitations to Serve Public
- Trip Denials
- Eligibility Requirements
- Maintaining Qualified Drivers
- Sustainable Staff Size
 - Drivers
 - Schedulers
 - Dispatchers
- Trip Billing Across the Region
- No Set Fees for Out-of-Region Trips
- Transportation Across County Borders
- Each County Department of Jobs & Family Services Operate Independently
- Local Hospitals Closing
- Lack of consistent policies across all agencies, such as for no-shows or denials

Summary of Unmet Mobility Needs

The following table describes the identified unmet transportation needs that were identified and the method used to identify and prioritize each need. Needs are listed in order of their rank in highest to lowest priority.

Figure 30: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Weekend Availability	Surveys, Stakeholder's Meeting, Public Meetings
2	Expanding Evening Operating Hours	Surveys, Stakeholder's Meeting, Public Meetings
3	Non-Medical Quality of Life Trips	Surveys, Stakeholder's Meeting, Public Meetings
4	Early Morning Service	Surveys, Stakeholder's Meeting, Public Meetings
5	Reliability for Disability Community	Surveys, Stakeholder's Meeting, Public Meetings
6	Geographic Route Expansion	Surveys, Stakeholder's Meeting, Public Meetings
7	Increased Route Frequency/ Efficiency	Surveys, Stakeholder's Meeting, Public Meetings
8	Social/ Recreational Activity	Surveys, Stakeholder's Meeting, Public Meetings
9	Door-to-Door Accessibility	Surveys, Stakeholder's Meeting, Public Meetings
10	Support for Aging-in-Place	Surveys, Stakeholder's Meeting, Public Meetings
11	Financial Assistance/ Cost Reduction	Surveys, Stakeholder's Meeting, Public Meetings
12	Safe Pedestrian/ Biking Infrastructure	Surveys, Stakeholder's Meeting, Public Meetings

CHAPTER 5: GOALS AND STRATEGIES



CHAPTER 5: Goals and Strategies

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for Belmont County should address the service gaps and user needs identified in this plan, if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, the Belomar Regional Council developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to all 12 of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

Goal 1: Enhance Regional Coordination

GOAL #1: Enhance regional coordination to provide transportation services in a more effective and cost-efficient manner, specifically aimed at increasing overall mobility for all residents.

Description: This goal emphasizes strengthening coordination and communication among public, nonprofit, and private transportation providers and human service agencies in Belmont County. By fostering regular collaboration and information-sharing, regional partners can more effectively identify unmet transportation needs, reduce service duplication, and leverage available resources to deliver more efficient and cost-effective transportation services. These coordinated efforts will increase mobility for older adults, individuals with disabilities, people with low incomes, and the broader community while, over time, supporting enhanced public input, more formalized collaboration among providers, and measurable coordination outcomes that inform future transportation planning and funding decisions.

STRATEGY 1.1: Establish and Maintain a Belmont County Coordinated Transportation Committee

Description: To address identified unmet needs related to service gaps, limited coordination, and inefficiencies in transportation service delivery, Belmont County will establish and maintain a Coordinated Transportation Committee to facilitate regular communication and collaboration among stakeholders.

Action Steps	1. Local Stakeholders will meet quarterly
	2. During these quarterly meetings the Transportation Committee will be discussing the following subjects and matters not limited to:

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	<ul style="list-style-type: none"> • Transportation provider and Stakeholder updates; • Unmet transportation needs in the county and strategies; and, • Transportation provider ridership statistics <p>3. Bel-O-Mar and/or the Local County Mobility Manager will inform transportation committee members of meetings</p>
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> • Local Mobility Manager • Bel-O-Mar
Parties Responsible for Supporting Implementation	<p>Organizations that serve/ provide and/or fund transportation services for older adults, individuals with disabilities, and/or people with low incomes that operate in Belmont county, including, but not limited to:</p> <ul style="list-style-type: none"> • EORTA • Belmont County Department of Job and Family Services • Neffs Fire Department • OMEGA • Senior Services of Belmont County • Belmont County Board of Developmental Disabilities • Area Agency on Aging Region 9 • Mental Health and Recovery Board • Martin’s Ferry EMS • Barnesville Taxi • Green Cab Ltd • IC Cab • Belmont County CARES • Other public, non-profit and for-profit organizations with an interest in transportation
Resources Needed	<ul style="list-style-type: none"> • Available meetings spaces • Materials (flyers, printing materials, electronic, transport) • Staff time (Belomar will ensure planning through work program).
Potential Cost Range	<p>Costs will be limited to time dedicated by paid staff to attend meetings. Staff time should be dedicated as part of an existing employee’s job duties.</p>
Potential Funding Sources	<p>Existing budgets of relevant agencies</p>
Performance Measures or Targets	<ol style="list-style-type: none"> 1) Measure: Number of Coordinated Transportation Committee meetings held annually. <ul style="list-style-type: none"> • Target: Hold at least four (4) meetings per year. 2) Measure: Number of transportation providers and human service agencies participating in committee meetings annually <ul style="list-style-type: none"> • Target: Engage at least eight (8) organizations per year representing transportation providers, human service agencies, and funding providers.



	<p>3) Measure: Number of unmet transportation needs or coordination opportunities identified and documented through committee discussions.</p> <ul style="list-style-type: none"> Target: Identify and document at least three (3) unmet needs or coordination opportunities per year.
<p>Needs or Gaps Addressed</p>	<p>Transportation providers and stakeholders need to communicate to identify opportunities to collaborate on improvements to services, including educating funders to expand service.</p> <p>This <i>directly</i> fulfills needs:</p> <ul style="list-style-type: none"> Need #7: Increased Route Frequency/ Efficiency Need #5: Reliability for Disability Community Need #8: Support for Aging-in-Place Need #11: Financial Assistance/ Cost Reduction Need #12: Safe Pedestrian/ Biking Infrastructure <p>Goal #1 serves as the administrative foundation for the entire plan by focusing on strengthening coordination and communication among transit providers, human service agencies, and municipal planners to ensure a unified regional system. By establishing the Coordinated Transportation Committee, the county directly addresses Increased Route Frequency/Efficiency and Financial Assistance/Cost Reduction through its mandate to reduce service duplication and leverage available resources for more cost-effective delivery. This goal specifically incorporates the need for Safe Pedestrian/Biking Infrastructure by fostering collaboration with local municipalities and engineers to identify physical barriers, such as missing sidewalks or non-compliant curb ramps, that prevent residents from safely reaching transit stops. This integrated approach ensures Reliability for the Disability Community and provides long term Support for Aging-in-Place by creating a seamless connection between the home, the sidewalk, and the vehicle. Furthermore, the committee's duty to identify and document unmet needs provides the necessary reporting structure to secure future funding for both expanded vehicle hours and essential infrastructure upgrades.</p>
<p>Priority Level and/or Timeframe</p>	<p>Priority Level: High</p>

Goal 2: Increase Transportation Access

GOAL #2: Increase transportation access to higher education facilities, vocational training, and employment opportunities, with a focus on low-income populations, students with special needs, and adults with disabilities.

Description: This goal focuses on improving access to education, job training, and employment opportunities by addressing transportation barriers faced by low-income residents, students with special needs, and adults with disabilities in Belmont County. Reliable transportation is essential for workforce participation, skills development, and long-term economic stability. Through coordinated planning, partnerships with educational and workforce entities, and targeted service



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improvements, this goal seeks to support fair access to educational campuses, training programs, and employment centers while promoting self-sufficiency and workforce development.

STRATEGY 2.1: Improve Coordination and Access to Transportation for Education, Training, and Employment

Description: To address unmet needs related to limited transportation options for students and workers, Belmont County will coordinate with transportation providers, educational institutions, workforce agencies, and human service organizations to identify service gaps, align schedules and routes where feasible, and explore transportation solutions that support access to higher education, vocational training, and employment opportunities.

<p>Action Steps</p>	<ol style="list-style-type: none"> 1. Establish an Education, Training, and Employment Transportation Subcommittee under the Belmont County Coordinated Transportation Committee to focus specifically on education- and workforce-related transportation needs. 2. Engage educational institutions, vocational training providers, workforce development agencies, employers, and service providers to participate in the subcommittee. 3. Identify and document transportation gaps and barriers affecting access to higher education facilities, training sites, and employment centers, particularly for low-income populations, students with special needs, and adults with disabilities. 4. Facilitate coordination among transportation providers and workforce partners to explore service alignment, shared resources, referral options, or schedule coordination where feasible. 5. Report subcommittee findings and recommendations to the full Coordinated Transportation Committee to inform ongoing planning and future funding considerations.
<p>Parties Responsible for Leading Implementation</p>	<ul style="list-style-type: none"> • Local Mobility Manager • Colleges, Boards of Education, Belmont County Commissioners
<p>Parties Responsible for Supporting Implementation</p>	<p>Organizations that provide, fund, or support education, workforce development and transportation services in Belmont county, including but not limited to:</p> <ul style="list-style-type: none"> • Board of DD • B-H Career Center • Belmont College • OU Eastern • Belmont County Job and Family Services • Bel-O-Mar Regional Council • Belmont County CARES • Among others
<p>Resources Needed</p>	<ul style="list-style-type: none"> • Available meetings spaces • Materials (flyers, printing materials, transport) • Staff time



<p>Potential Cost Range</p>	<ul style="list-style-type: none"> • Transportation Service Vehicles <p>Costs will be limited to time dedicated by paid staff to attend meetings. Staff time should be dedicated as part of an existing employee’s job duties.</p> <p>However, for transportation service vehicles for programming:</p> <ul style="list-style-type: none"> • USED: ~\$18,000 - ~\$75,000 • NEW: ~\$65,000 - ~\$98,000
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Existing budgets of relevant agencies • ODOT 5310, Local Share
<p>Performance Measures or Targets</p>	<ol style="list-style-type: none"> 1) Measure: Number of outreach sessions conducted at senior centers, disability service agencies, and low-income housing complexes to identify specific transportation barriers. <ul style="list-style-type: none"> • Target: Facilitate at least two (2) community-specific outreach sessions per year to collect direct feedback from the target populations 2) Measure: Number of "Service Gap Maps" created that overlay existing transit routes with the physical locations of senior centers, vocational sites, and disability-related employers. <ul style="list-style-type: none"> • Target: Complete at least one (1) comprehensive map per year to visually identify exactly where seniors and disabled populations are "stranded" from their training or work sites. 3) Measure: Number of formal coordination protocols developed to provide "door-through-door" or assisted transportation referrals for students and workers with disabilities. <ul style="list-style-type: none"> • Target: Implement at least one (1) new referral protocol per year that connect high-need individuals directly to specialized 5310-eligible transportation providers.
<p>Needs or Gaps Addressed</p>	<p>This Goal directly fulfills:</p> <ul style="list-style-type: none"> • Need #1: Weekend Availability • Need #2: Expanding Evening Operating Hours • Need #4: Early Morning Service Alignment • Need #5: Reliability for Disability Community • Need #6: Geographic Route Expansion • Need #11: Financial Assistance/ Cost Reduction • Need #10: Door-to-Door Accessibility <p>Goal #2 specifically addresses transportation barriers to economic and educational advancement by creating a specialized subcommittee to "align schedules and routes where feasible" with the requirements of the local workforce and student body. This directly impacts Early Morning Service Alignment, Expanding Evening Operating Hours, and Weekend Availability, as vocational training and employment shifts often fall outside standard business hours. The goal focuses on "low-income populations" and "adults with disabilities" to ensure Reliability for the Disability Community and provide Financial Assistance/Cost Reduction through shared resources and referral options. Furthermore, the use of "Service Gap Maps" to identify where residents are</p>



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	"stranded" from employment centers provides the data necessary for Geographic Route Expansion, while the creation of specialized referral protocols ensures Door-to-Door Accessibility for those with high needs traveling to higher education or vocational sites.
Priority Level and/or Timeframe	Priority Level: High

Goal 3: Expand Transportation Services

GOAL #3: Expand transportation services for individuals with medical needs, including but not limited to dialysis, opioid rehabilitation, cancer screenings, and other essential healthcare appointments.

Description: This goal addresses the critical need for reliable transportation to life-sustaining medical treatments in Belmont County. For seniors and individuals with disabilities, missing a single dialysis or recovery appointment can lead to severe health crises or hospitalization. Building on data collected in previous planning cycles, this goal focuses on transitioning from "identifying needs" to "implementing solutions." By coordinating with healthcare providers and transit agencies, the county will work to bridge service gaps through targeted grant funding, shared-ride scheduling, and specialized vehicle procurement, ensuring that vulnerable residents have a dependable lifeline to essential healthcare both within and outside the county.

STRATEGY 3.1: Strengthen Regional Healthcare Partnerships and Specialized Referral Systems for Seniors and Individuals with Disabilities

Description: This strategy focuses on integrating transportation solutions directly into the healthcare system to support seniors and individuals with disabilities. Rather than treating transportation as a separate issue, Belmont County will work with medical facilities such as dialysis centers and recovery clinics to formalize how patients are connected to rides. This involves using staff time to manage these relationships (Mobility Management) and pursuing funding for vehicles that are specifically equipped to handle the high-frequency, specialized nature of medical trips. The goal is to move beyond data collection and into a structured system where medical staff and transit providers work in sync to prevent missed appointments.

Action Steps	1. Review relevant origin and destination data to prioritize the most frequent medical travel patterns and identify any new high priority destinations for dialysis and recovery.
	2. Hold coordination meetings with social workers and discharge planners at dialysis and oncology centers to establish standardized referral toolkits.
	3. Apply for ODOT 5310 grants to acquire new or used ADA accessible vehicles specifically designated for high frequency medical treatment routes.
	4. Coordinate with transportation providers to explore schedule alignment or shared routes for trips traveling outside the county for specialized screenings.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> Local Mobility Manager Belmont County Coordinated Transportation Plan Committee



<p>Parties Responsible for Supporting Implementation</p>	<ul style="list-style-type: none"> • Bel-O-Mar Regional Council • Transportation Service Providers • County Commissioners • Senior Centers, and regional dialysis/treatment facilities. • Belmont County CARES • Belmont County Job and Family Services
<p>Resources Needed</p>	<ul style="list-style-type: none"> • Historical trip data • Staff time • Materials for referral toolkits.
<p>Potential Cost Range</p>	<p>Costs will be limited to time dedicated by paid staff to attend meetings. Staff time should be dedicated as part of an existing employee’s job duties.</p> <p>However, for transportation service vehicles for programming:</p> <ul style="list-style-type: none"> • USED: ~\$18,000 - ~\$75,000 • NEW: ~\$65,000 - ~\$98,000
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Existing budgets of relevant agencies • ODOT Section 5310 Funding, Local Match • OneOhio Recovery Settlement (Region 11) • potential healthcare corporate investment
<p>Performance Measures or Targets</p>	<ol style="list-style-type: none"> 1) Measure: Number of updated destination profiles created using baseline data and current medical provider feedback. <ul style="list-style-type: none"> • Target: Complete one (1) updated medical priority map per year to guide vehicle deployment. 2) Measure: Number of formal coordination meetings or site visits held with regional healthcare and recovery providers. <ul style="list-style-type: none"> • Target: Conduct at least three (3) coordination sessions per year with healthcare partners. 3) Measure: Number of grant applications submitted or awarded for specialized medical transport vehicles to support high priority routes. <ul style="list-style-type: none"> • Target: Submit at least one (1) ODOT 5310 or equivalent grant application annually.
<p>Needs or Gaps Addressed</p>	<p>This Goal directly fulfills:</p> <ul style="list-style-type: none"> • Need #4: Early Morning Service Alignment • Need #5: Reliability for Disability Community • Need #6: Geographic Route Expansion • Need #7: Increased Route Frequency/ Efficiency • Need #8: Support for Aging-in-Place • Need #10: Door-to-Door Accessibility <p>Goal #3 addresses the critical necessity for "life-sustaining medical treatments" by transitioning from data collection to "implementing solutions" through integrated healthcare partnerships. This goal directly impacts Early Morning Service Alignment, as it seeks to "explore schedule alignment" for high-frequency treatments like dialysis which often begin in the early morning hours. By applying for</p>



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	grants to acquire "ADA accessible vehicles" specifically for healthcare routes, the county ensures Reliability for the Disability Community and provides the necessary Door-to-Door Accessibility for vulnerable residents. The strategy to create "medical priority maps" and review "origin and destination data" facilitates Geographic Route Expansion and Increased Route Frequency/Efficiency by identifying exactly where new service is needed for appointments both "within and outside the county." Ultimately, by establishing a "dependable lifeline" to essential healthcare, this goal provides the fundamental medical security required for residents to achieve successful Support for Aging-in-Place.
Priority Level and/or Timeframe	Priority Level: Medium

Goal 4: Increase Service Availability

GOAL #4: Increase service availability to support basic human needs and improved quality of life, ensuring residents have access to grocery shopping, social events, community engagements, and other non-medical activities that foster social needs.

Description: While medical trips are vital, transportation for non-medical needs is essential for the mental and physical well-being of all residents. In Belmont County, existing senior specific transportation often provides grocery and social trips exclusively for residents age 60 and older. However, individuals with disabilities under age 60 and low-income families frequently lack similar access to these quality-of-life activities, leading to social isolation and food insecurity. This goal focuses on creating comprehensive transportation alternatives that do not rely solely on senior restricted funding. By coordinating with disability advocates, local municipalities, and non-profit transit providers, the county aims to fill the gap for non-medical trips, ensuring all residents have a way to remain active and engaged in their community.

STRATEGY 4.1: Develop Accessible Non-Medical Transit Options for Residents Not Served by Current Programs

Description: This strategy focuses on building a "parallel" network for quality-of-life trips that includes individuals with disabilities and low-income residents. Recognizing that existing senior levy funds are restricted by age, the relevant orgs and the committee will pursue 5310 funding and other flexible grants to support many different types of trips. The focus will be on "accessible routing" (where a vehicle can serve both a senior and a person with a disability) or establishing new community shopping loops open to all high need populations. By formalizing these non-restricted options, the committee can ensure that a 35-year-old with a disability has the same access to a grocery store or community event as a 70-year-old.

Action Steps	1. Document which current Belmont County non-medical routes are restricted by age or funding type to clearly identify the "unserved" populations.
	2. Work with the Board of DD and low-income housing managers to identify high density areas where an all-encompassing shopping shuttle would have the most impact. Possible locations may include population centers such as Martins Ferry; St. Clairsville, Barnesville, etc.



	<ol style="list-style-type: none"> 3. target grants for vehicles that are not tied to senior levy restrictions, allowing for the transport of both seniors and individuals with disabilities. 4. Partner with local festival organizers or community event planners to provide accessible shuttles that are marketed to both the senior and disability communities.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> • Local Mobility Manager • Any organization that serves the targeted populations: senior citizens, individuals with a disability, and/or low-income
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> • Bel-O-Mar Regional Council • Belmont County Coordinated Transportation Plan Committee • Belmont County Board of DD • Belmont County CARES • Senior Services of Belmont County • Local Housing authorities • Municipal leaders, • Public, private nonprofit transit providers
Resources Needed	<ul style="list-style-type: none"> • Staff time for coordination • Accessible vehicles (non-senior restricted) • Marketing materials.
Potential Cost Range	<p>Costs will be limited to time dedicated by paid staff to attend meetings. Staff time should be dedicated as part of an existing employee’s job duties.</p> <p>However, for group shuttle services:</p> <ul style="list-style-type: none"> • \$40 to \$85 per hour
Potential Funding Sources	<ul style="list-style-type: none"> • Existing budgets of relevant agencies • ODOT Section 5310 Funding, Local Match • Local Municipal contributions • Private foundation grants
Performance Measures or Targets	<ol style="list-style-type: none"> 1) Measure: Number of “Accessible Service Gaps” documented where residents under 60 with disabilities are currently ineligible for existing non-medical transit. <ul style="list-style-type: none"> • Target: Complete one (1) comprehensive gap report per every 2 years to justify new funding requests. 2) Measure: Number of newly established non-exclusive shopping or social trips that are open to both seniors and individuals with disabilities. <ul style="list-style-type: none"> • Target: Launch at least two (2) pilot routes or "Group Shopping Days" during the term of this plan (four years). 3) Measure: Number of outreach materials distributed to disability service agencies regarding new or existing non-restricted transportation options.

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	<ul style="list-style-type: none"> • Target: Distribute updated information to at least two (2) times a year to disability focused organizations per year.
Needs or Gaps Addressed	<p>This Goal directly fulfills:</p> <ul style="list-style-type: none"> • Need #1: Weekend Availability • Need #3: Non-Medical Quality of Life Trips • Need #5: Reliability for Disability Community • Need #9: Social/ Recreational Connectivity <p>Goal #4 addresses the essential need for social needs by focusing on the "mental and physical well-being of all residents" through access to "grocery shopping, social events, and community engagements." This goal is specifically designed to bridge the gap for Non-Medical Quality of Life Trips and Social/Recreational Connectivity, particularly for individuals with disabilities under age 60 who are currently ineligible for senior-restricted programs. By targeting "non-senior restricted" vehicles and funding, the strategy ensures Reliability for the Disability Community while simultaneously providing Support for Aging-in-Place through a more comprehensive, "parallel" network. The implementation of "Group Shopping Days" and partnerships with festival organizers directly supports Weekend Availability for recreational activities, ensuring that all high-need populations regardless of age have a dependable way to remain active and reduce the risks of social isolation and food insecurity.</p>
Priority Level and/or Timeframe	Priority Level: Medium

Goal 5: Market and Promote all County Transportation Options

GOAL #5: Market and promote all county transportation options more frequently and efficiently to ensure residents are aware of and know how to utilize available services.

Description: Many residents in Belmont County remain unaware of the specialized transportation services available to them or assume they are ineligible for help. This is particularly true for individuals with disabilities and low-income residents who may not realize there are options beyond senior specific programs. This goal focuses on creating a unified, clear message about all county transit options. By using a mix of digital outreach, printed toolkits, and "gatekeeper" partnerships (such as with doctors, churches, and social workers), the committee will ensure that information is reachable where people already go for help. The objective is to build trust and eliminate the confusion that often prevents vulnerable residents from utilizing the transportation network.

STRATEGY 5.1: Implement a Coordinated Outreach and Information Campaign for High Need Populations.

Description: This strategy moves away from general advertising and focuses on targeted information delivery. The committee will work to create a "No Wrong Door" information environment where any social service agency in the county can accurately direct a client to the right ride. This involves the creation of simplified transit directories and the use of "Mobility Ambassadors" (staff or volunteers from partner agencies) to explain how to book a ride. By focusing on the specific needs of seniors, people with disabilities, and low-income families, the



<p>county can ensure that its marketing efforts lead to actual increased ridership and better utilization of 5310 and other funded vehicles.</p>	
<p>Action Steps</p>	<ol style="list-style-type: none"> 1. Develop a simple, one-page "Who to Call" guide that lists every provider in the county along with their eligibility rules, hours, and costs. 2. Place transit guides and posters at high traffic "gatekeeper" locations including libraries, food pantries, clinics, and the Board of DD. 3. Utilize the existing social media pages of committee partners to share "How To" posts and short videos explaining how to schedule a ride. 4. Host public information sessions yearly at community hubs to walk residents through the process of using local transit.
<p>Parties Responsible for Leading Implementation</p>	<ul style="list-style-type: none"> • Local Mobility Manager. • Bel-O-Mar Regional Council
<p>Parties Responsible for Supporting Implementation</p>	<ul style="list-style-type: none"> • Belmont County Coordinated Transit Plan Committee • Belmont County Board of DD • Senior Services of Belmont County • Belmont County Department of Job and Family Services • Belmont County CARES • Belmont County MHRB • Any Public, Private, for/non-profit transit provider/ interested party
<p>Resources Needed</p>	<ul style="list-style-type: none"> • Graphic design for the directory • Printing Budget • Staff time for outreach
<p>Potential Cost Range</p>	<p>Costs will be limited to time dedicated by paid staff to attend meetings. Staff time should be dedicated as part of an existing employee's job duties.</p> <p>However, for printing and design: \$500-\$2,500 Annually</p>
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Existing budgets of relevant agencies • ODOT Section 5310 Funding, Local Match • Small community grants/ partnerships
<p>Performance Measures or Targets</p>	<ol style="list-style-type: none"> 1) Number of "Who to Call" transit directories or resource guides distributed across the county annually. <ul style="list-style-type: none"> • Target: Distribute at least two hundred (200) physical or digital guides per year to residents and partner agencies. 2) Measure: Number of "Gatekeeper" locations (agencies, churches, or clinics) that have transit information prominently displayed. <ul style="list-style-type: none"> • Target: Establish and maintain transit information displays at least five (5) high traffic locations per year. 3) Number of outreach presentations or "Travel Training" events conducted for the target populations.

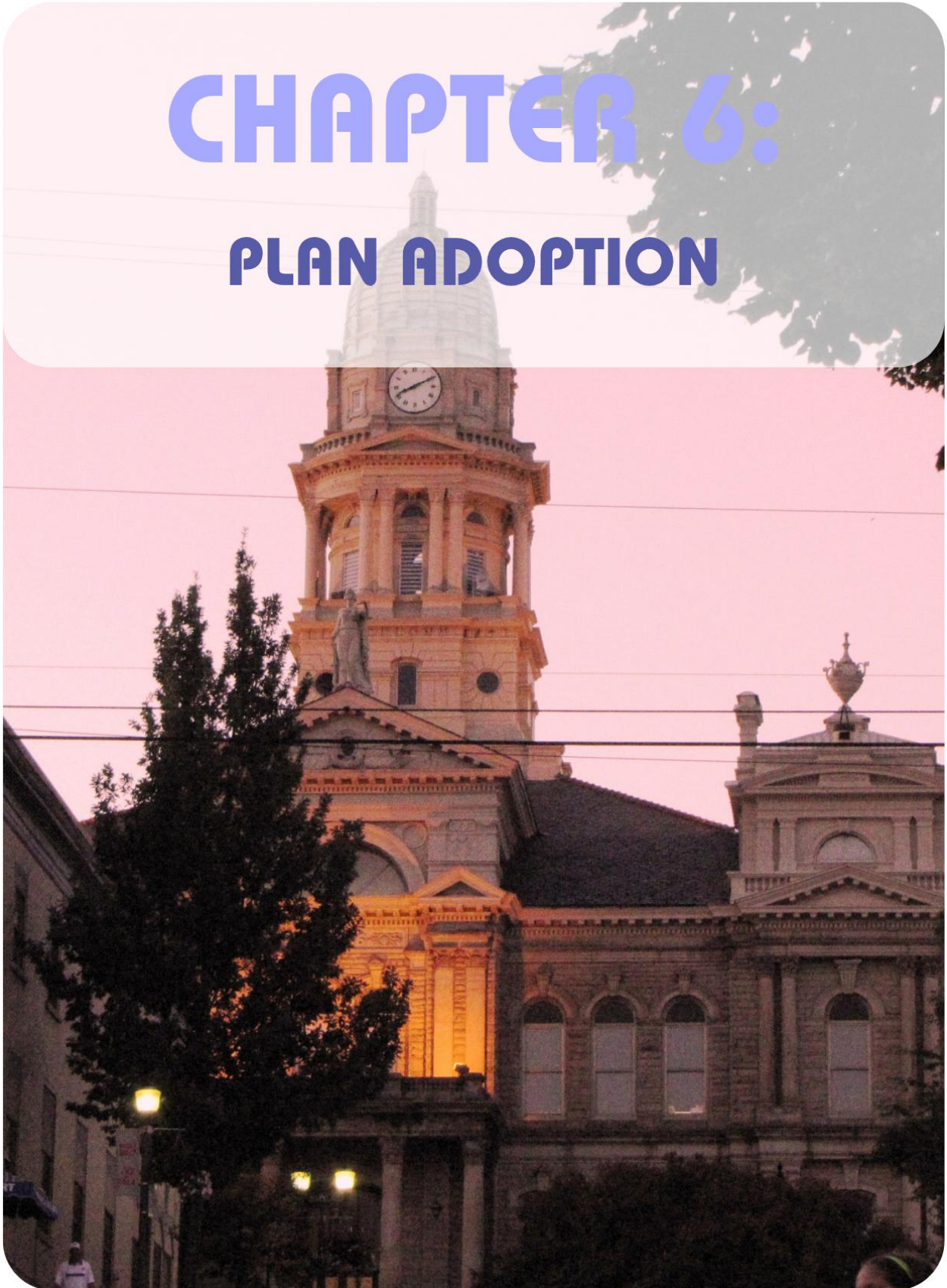
CHAPTER 5: Goals and Strategies

	<ul style="list-style-type: none"> • Target: Facilitate at least one (1) community information sessions per every two years.
<p>Needs or Gaps Addressed</p>	<p>This Goal directly fulfills:</p> <ul style="list-style-type: none"> • Need #5: Reliability for Disability Community • Need #11: Financial Assistance/ Cost Reduction • Need #8: Support for Aging-in-Place • Need #10: Door-to-Door Accessibility • Need #9: Social and Recreational Connectivity <p>Goal #5 addresses the gap in awareness and navigation through a "Coordinated Outreach and Information Campaign" designed to ensure residents can find and use the services they need. By creating a unified "Who to Call" guide that clarifies "eligibility rules, hours, and costs," this goal directly impacts Financial Assistance/Cost Reduction by connecting low-income residents to affordable programs they may have previously assumed were unavailable to them. The strategy to implement a "No Wrong Door" information environment and use "Mobility Ambassadors" provides the necessary education for Reliability for the Disability Community and Door-to-Door Accessibility, ensuring that individuals with high-support needs understand exactly how to book specialized rides. Furthermore, by distributing information at high-traffic "gatekeeper" locations and hosting public information sessions, the county fosters the knowledge base required for successful Support for Aging-in-Place and increases the likelihood that residents will utilize transit for Social/Recreational Connectivity, effectively eliminating the confusion that leads to social isolation.</p>
<p>Priority Level and/or Timeframe</p>	<p>Priority Level: Low</p>



CHAPTER 6:

PLAN ADOPTION



CHAPTER 6: Plan Adoption

The 2026-2030 Belmont County Coordinated Transit Plan for Human Services (CTP) was developed using the following process:

- The CTP was developed with inclusion of older adults, individuals with a disability, members of the general public, representatives from public and nonprofit transportation/ human services providers, and private entities.
- The CTP was made available for committee consultation for two weeks from March 12th until March 26th.
- Following committee consultation, the CTP was made available for two weeks for public comment on the Bel-O-Mar Regional Council website ([Here](#)). The public was notified through Facebook and published in the Times Leader newspaper. This public comment took place from March 31st to April 15th.
- All stakeholder meetings were scheduled by Ethan Combs, Belomar Transportation Planner. These meetings were held at the Senior Services of Belmont County main office.
- The lead agency developed and led the distribution of the Belmont County Coordinated Transit plan for Human Services Community Survey. Belomar coordinated with Senior Services of Belmont County, the Belmont County Board of Developmental Disabilities, the Belmont County Department of Job and Family Services, among other providers to promote and distribute the survey. The survey got 199 responses from being open on December 10th, 2025, to March 1st, 2026.
- The lead agency in an effort to ensure planning and meaningful participation with senior citizens and those with a disability held a series of three focus groups at local senior services as well as the Board of Developmental Disabilities.
- Belomar scheduled a public drop-in meeting set for May 8th, 2026, at the Belmont County District Library Auditorium. The public were alerted by Facebook and by an ad in the Times Leader newspaper.
- Belomar will get this plan adopted by the Belmont County Commissioners following the public meeting and adoption of the plan by the committee in May or June of 2026.

APPENDIX A: List of Planning Committee Members

The planning committee consists of representation from local agencies as well as participation of individuals with disabilities, older adults, and members of the general public. More information about the planning committee is available upon request.

Agency Representation

Name	Agency
Ethan Combs	<i>Bel-O-Mar Regional Council</i>
Samuel Richardson	<i>Bel-O-Mar Regional Council</i>
James “Jim” Benner	<i>Bel-O-Mar Regional Council</i>
Andrew Moretz	<i>Bel-O-Mar Regional Council</i>
Melissa “Lisa” Weishar	<i>Eastern Ohio Regional Transit Authority</i>
Jerome Henry	<i>Eastern Ohio Regional Transit Authority</i>
Mike Knowlton	<i>Neffs Fire Department</i>
Jerry Olack	<i>Neffs Fire Department</i>
Cheryl Supanik	<i>Belmont-Harrison JVSD</i>
Ben Turin	<i>Ohio Mid-Eastern Governments Assoc.</i>
Patrica “Patty” Allen	<i>Mental Health Recovery Board</i>
Chad Zambori	<i>Belmont County CARES</i>
Nathan Yost	<i>Belmont County CARES</i>
Robert Sproul	<i>Belmont County Health Department</i>
Dalton VanCuren	<i>BC Board of Developmental Disabilities</i>
Jake Hershberger	<i>Village of Barnesville</i>
Stacie Brown	<i>Belmont County FCFC</i>
Tom Murphy	<i>City of St. Clairsville</i>
John “Jack” Regis	<i>Belmont County DJFS</i>
Billy Marinacci	<i>Senior Services of Belmont County</i>
Mike Carpenter	<i>Ohio Hills Health Center</i>
David Evancho	<i>Area Agency on Aging Region 9</i>
Crystal Lorimor	<i>Belmont CIC</i>
Gary Grant	<i>GreenCab ltd</i>
Lori Bittengle	<i>Belmont DJFS</i>
Tate Blanchard	<i>IC Cab</i>
Frank Shaffer	<i>Pultney Township</i>
Jennifer Brothers	<i>Belmont County Port Authority</i>
Curtis Kyer	<i>Belmont County EMA/ CTFD</i>
Dave Ivan	<i>Belmont County EMA</i>
Vince Gianangeli	<i>Belmont County Commissioners</i>
J.P Dutton	<i>Belmont County Commissioners</i>

APPENDIX A: List of Planning Committee Members

In addition to participants listed above, the planning committee also included representatives of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, the Bel-O-Mar Regional Council and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. More information about the efforts that occurred is available upon request. To request additional information please contact:

Ethan Combs, MPA
Transportation Planner
Bel-O-Mar Regional Council
At (304) 238-9567 or ecombs@belomar.org



APPENDIX B: List of Annual Reviews and Plan Amendments

It is required that this plan be reviewed by the planning committee annually. For more information on when the next annual review will occur, how to be involved in the annual review process or to request information on how to make changes or corrections to this plan between annual reviews, please contact:

Ethan Combs, MPA
Transportation Planner
Bel-O-Mar Regional Council
At (304) 238-9567 or ecombs@belomar.org

Annual Review

June 2026

This document represents the first iteration of a formal, dedicated, and sole Belmont County Coordinated Human Services Transportation and Public Transit Plan since the 2018-2021 planning cycle. In the interim, Belmont County relied on a regional pilot program under the Ohio Mid-Eastern Governments Association (OMEGA) regional coordinated transit plan, which is set to expire in June 2026. This plan establishes the critical process for regular oversight going forward.

Following the approval of this plan, the process for annual review will be implemented to ensure the plan remains current and relevant. This annual review will include:

- Updating all demographic and statistical information to the present year.
- Updating all maps to reflect the present demographic data.
- Updating all transportation service provider information, covering the inventory, existing services, organizational characteristics, service characteristics, expenses and revenues, active transportation options, resources, technology, and vehicle utilization.
- Reassessing all transportation needs and gaps.
- Hosting at least two stakeholder meetings and one public meeting.
- Surveying the public on existing transportation services.
- Determining any new unmet mobility needs and assessing the status of any previously identified needs.
- Reevaluating the goals and strategies based on feedback from the general public and transportation service providers.

Amendments

This document represents the first iteration of a formal, dedicated, and sole Belmont County Coordinated Human Services Transportation and Public Transit Plan since the 2018-2021 planning cycle. In the interim, Belmont County relied on a regional pilot program under the Ohio Mid-Eastern Governments Association (OMEGA) regional coordinated transit plan, which is set to expire in June 2026.



APPENDIX C: Definitions

There are several terms used throughout the plan that may be unique to transportation providers or human service agencies. The terms are defined here for reference.

Coordination – Collaborative efforts toward understanding and meeting the mobility needs in the most appropriate, cost effective, and responsive manner.

FAST Act – Congress established the funding for Federal Transit Administration programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020.

Gaps in Service – A break in the continuity of available transportation resources such as a break between hours of operation or a break between two or more geographic areas.

Lead Agency – The organization responsible for facilitating outreach; composing a plan that meets the requirements of current Federal and State legislation; maintaining documentation from the planning process and making it available upon request; and leading stakeholders through annual reviews, amendments, and updates of the plan. The Lead Agency is also responsible for submitting the adopted Coordinated Plan and all amendments or updates to participating stakeholders and ODOT.

Planning Committee – The Planning Committee is composed of key community stakeholders. The Planning Committee members agree to actively participate in the planning process and act as the plan advisory and adopting entity.

Ridership – The total number of passengers who boarded transportation vehicles are counted each time they board a vehicle.

Section 5310 Program – Enhanced Mobility of Seniors & Individuals with Disabilities (49 U.S.C. 5310) provides Federal formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

Section 5311 Program – The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations.

APPENDIX C: Definitions

The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

Section 5307 Program – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

Transportation – Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle and pedestrian programs and amenities.

Unmet Transportation Needs – Transportation that is wanted or desired but is not currently available.



Ohio County Profiles

Belmont County

Population by Race	Number	Percent
ACS Total Population	66,554	100.0%
White	61,237	92.0%
African-American	2,014	3.0%
Native American	40	0.1%
Asian	409	0.6%
Pacific Islander	38	0.1%
Other	300	0.5%
Two or More Races	2,516	3.8%
Hispanic (may be of any race)	776	1.2%
Total Minority	5,549	8.3%

Educational Attainment	Number	Percent
Persons 25 years and over	48,858	100.0%
No high school diploma	4,164	8.5%
High school graduate	22,527	46.1%
Some college, no degree	8,016	16.4%
Associate degree	5,635	11.5%
Bachelor's degree	5,451	11.2%
Master's degree or higher	3,065	6.3%

Family Type by Employment Status	Number	Percent
Total Families	16,394	100.0%
Married couple, husband and wife in labor force	5,187	31.6%
Married couple, husband in labor force, wife not	3,155	19.2%
Married couple, wife in labor force, husband not	1,111	6.8%
Married couple, husband and wife not in labor force	3,060	18.7%
Male householder, in labor force	752	4.6%
Male householder, not in labor force	376	2.3%
Female householder, in labor force	1,659	10.1%
Female householder, not in labor force	1,094	6.7%

Household Income	Number	Percent
Total Households	25,974	100.0%
Less than \$10,000	1,503	5.8%
\$10,000 to \$19,999	2,394	9.2%
\$20,000 to \$29,999	2,556	9.8%
\$30,000 to \$39,999	2,520	9.7%
\$40,000 to \$49,999	2,343	9.0%
\$50,000 to \$59,999	2,410	9.3%
\$60,000 to \$74,999	2,587	10.0%
\$75,000 to \$99,999	3,592	13.8%
\$100,000 to \$149,999	3,787	14.6%
\$150,000 to \$199,999	1,195	4.6%
\$200,000 or more	1,087	4.2%
Median household income	\$56,943	

Percentages may not sum to 100% due to rounding.

Population by Age	Number	Percent
ACS Total Population	66,554	100.0%
Under 5 years	3,076	4.6%
5 to 17 years	9,337	14.0%
18 to 24 years	5,283	7.9%
25 to 44 years	16,294	24.5%
45 to 64 years	18,523	27.8%
65 years and more	14,041	21.1%
Median Age	44.1	

Family Type by Presence of Own Children Under 18	Number	Percent
Total Families	16,434	100.0%
Married-couple families with own children	4,011	24.4%
Male householder, no wife present, with own children	432	2.6%
Female householder, no husband present, with own children	1,319	8.0%
Families with no own children	10,672	64.9%

Poverty Status of Families By Family Type by Presence of Related Children	Number	Percent
Total Families	16,434	100.0%
Family income above poverty level	14,834	90.3%
Family income below poverty level	1,600	9.7%
Married couple, with related children	241	1.5%
Male householder, no wife present, with related children	127	0.8%
Female householder, no husband present, with related children	743	4.5%
Families with no related children	489	3.0%

Ratio of Income To Poverty Level	Number	Percent
Population for whom poverty status is determined	62,795	100.0%
Below 50% of poverty level	4,478	7.1%
50% to 99% of poverty level	4,322	6.9%
100% to 124% of poverty level	2,754	4.4%
125% to 149% of poverty level	2,715	4.3%
150% to 184% of poverty level	4,193	6.7%
185% to 199% of poverty level	2,452	3.9%
200% of poverty level or more	41,881	66.7%

Geographical Mobility	Number	Percent
Population aged 1 year and older	65,884	100.0%
Same house as previous year	60,839	92.3%
Different house, same county	2,752	4.2%
Different county, same state	1,249	1.9%
Different state	938	1.4%
Abroad	106	0.2%



Ohio County Profiles

Belmont County

Travel Time To Work	Number	Percent
Workers 16 years and over	26,830	100.0%
Less than 15 minutes	7,179	26.8%
15 to 29 minutes	11,216	41.8%
30 to 44 minutes	4,491	16.7%
45 to 59 minutes	1,693	6.3%
60 minutes or more	2,251	8.4%
Mean travel time	26.0 minutes	

Housing Units	Number	Percent
Total housing units	31,636	100.0%
Occupied housing units	25,974	82.1%
Owner occupied	19,357	74.5%
Renter occupied	6,617	25.5%
Vacant housing units	5,662	17.9%

Year Structure Built	Number	Percent
Total housing units	31,636	100.0%
Built 2020 or later	43	0.1%
Built 2010 to 2019	1,535	4.9%
Built 2000 to 2009	1,954	6.2%
Built 1990 to 1999	2,607	8.2%
Built 1980 to 1989	2,358	7.5%
Built 1970 to 1979	4,789	15.1%
Built 1960 to 1969	3,172	10.0%
Built 1950 to 1959	4,007	12.7%
Built 1940 to 1949	2,660	8.4%
Built 1939 or earlier	8,511	26.9%
Median year built	1962	

Value for Specified Owner-Occupied Housing Units	Number	Percent
Specified owner-occupied housing units	19,357	100.0%
Less than \$20,000	718	3.7%
\$20,000 to \$39,999	894	4.6%
\$40,000 to \$59,999	1,465	7.6%
\$60,000 to \$79,999	1,457	7.5%
\$80,000 to \$99,999	2,340	12.1%
\$100,000 to \$124,999	2,488	12.9%
\$125,000 to \$149,999	1,531	7.9%
\$150,000 to \$199,999	2,607	13.5%
\$200,000 to \$299,999	3,555	18.4%
\$300,000 to \$499,999	1,813	9.4%
\$500,000 to \$999,999	426	2.2%
\$1,000,000 or more	63	0.3%
Median value	\$130,200	

House Heating Fuel	Number	Percent
Occupied housing units	25,974	100.0%
Utility gas	11,920	45.9%
Bottled, tank or LP gas	2,594	10.0%
Electricity	7,777	29.9%
Fuel oil, kerosene, etc	2,344	9.0%
Coal, coke or wood	1,162	4.5%
Solar energy or other fuel	125	0.5%
No fuel used	52	0.2%

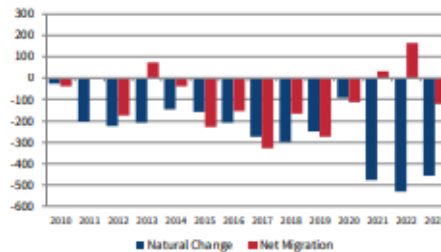
Percentages may not sum to 100% due to rounding.

Gross Rent	Number	Percent
Specified renter-occupied housing units	6,617	100.0%
Less than \$100	40	0.6%
\$100 to \$199	49	0.7%
\$200 to \$299	347	5.2%
\$300 to \$399	349	5.3%
\$400 to \$499	478	7.2%
\$500 to \$599	305	4.6%
\$600 to \$699	618	9.3%
\$700 to \$799	950	14.4%
\$800 to \$899	607	9.2%
\$900 to \$999	487	7.4%
\$1,000 to \$1,499	909	13.7%
\$1,500 or more	169	2.6%
No cash rent	1,309	19.8%
Median gross rent	\$754	
Median gross rent as a percentage of household income	27.7	

Selected Monthly Owner Costs for Specified Owner-Occupied Housing Units	Number	Percent
Specified owner-occupied housing units with a mortgage	9,166	100.0%
Less than \$400	95	1.0%
\$400 to \$599	446	4.9%
\$600 to \$799	1,054	11.5%
\$800 to \$999	1,872	20.4%
\$1,000 to \$1,249	2,243	24.5%
\$1,250 to \$1,499	1,100	12.0%
\$1,500 to \$1,999	1,438	15.7%
\$2,000 to \$2,999	743	8.1%
\$3,000 or more	175	1.9%
Median monthly owners cost	\$1,124	
Median monthly owners cost as a percentage of household income	17.3	

Vital Statistics	Number	Rate
Births / rate per 1,000 women aged 15 to 44	584	56.9
Teen births / rate per 1,000 females 15-19	42	25.8
Deaths / rate per 100,000 population	953	1,454.8

Components of Population Change



Ohio County Profiles

Belmont County

Agriculture

Land in farms (acres)	139,632
Number of farms	756
Average size (acres)	185
Total cash receipts	\$26,876,000
Per farm	\$35,551
Receipts for crops	\$6,805,000
Receipts for livestock/products	\$20,072,000

Education

Traditional public schools buildings	22
Students	8,300
Teachers (Full Time Equivalent)	648.6
Expenditures per student	\$11,242
Graduation rate	93.4
Community/charter schools buildings	0
Students	0
Teachers (Full Time Equivalent)	0.0
Expenditures per student	
Graduation rate	
Private schools	6
Students	671
Public universities, 4-year	1
Public universities/colleges, 2-year	1
Public learning centers, less-than 2-year	0
Private universities and colleges	0
Public libraries (Districts / Facilities)	4 / 9

Transportation

Registered motor vehicles	81,986
Passenger cars	46,724
Noncommercial trucks	15,715
Total license revenue	\$2,436,709.96
Permissive tax revenue	\$1,764,405.00
Interstate highway miles	33.89
Turnpike miles	0.00
U.S. highway miles	31.90
State highway miles	214.47
County, township, and municipal road miles	1,237.75
Commercial airports	2

State Parks, Forests, Nature Preserves, Scenic Waterways, And Wildlife Areas

Areas/Facilities	9
Acres	20,588

Finance

FDIC insured financial institutions (HQs)	2
Assets (000)	\$1,276,970
Branch offices	28
Institutions represented	11

Transfer Payments

Total transfer payments	\$916,318,000
Payments to individuals	\$885,537,000
Retirement and disability	\$301,838,000
Medical payments	\$435,634,000
Income maintenance (Supplemental SSI, family assistance, food stamps, etc)	\$76,189,000
Unemployment benefits	\$3,405,000
Veterans benefits	\$30,614,000
Federal education and training assistance	\$12,873,000
Other payments to individuals	\$24,984,000
Total personal income	\$3,056,506,000
Dependency ratio (Percent of income from transfer payments)	30.0%

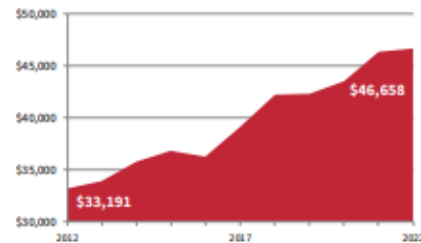
Voting

Number of registered voters	44,829
Voted in 2022 election	22,875
Percent turnout	51.0%

Health Care

Physicians	70
Registered hospitals	2
Number of beds	145
Licensed nursing homes	10
Number of beds	735
Licensed residential care	4
Number of beds	289
Persons with health insurance (Aged 0 to 64)	92.0%
Adults with insurance (Aged 18 to 64)	91.0%
Children with insurance (Aged Under 19)	94.8%

Per Capita Personal Income



Ohio County Profiles

Belmont County

Civilian Labor Force	2023	2022	2021	2020	2019
Civilian labor force	27,716	27,464	25,955	28,506	30,243
Employed	26,508	26,065	27,667	25,615	28,529
Unemployed	1,208	1,399	1,712	2,891	1,714
Unemployment rate	4.4	5.1	6.2	10.1	5.7

Establishments, Employment, and Wages by Sector: 2022

Industrial Sector	Number of Establishments	Average Employment	Total Wages	Average Weekly Wage
Private Sector	1,519	17,344	\$781,658,698	\$867
Goods-Producing	248	2,642	\$180,858,900	\$1,316
Natural Resources and Mining	74	877	\$71,230,191	\$1,562
Construction	137	1,065	\$67,878,708	\$1,226
Manufacturing	37	700	\$41,750,001	\$1,147
Service-Providing	1,271	14,702	\$600,799,798	\$786
Trade, Transportation and Utilities	414	5,451	\$225,951,464	\$797
Information	12	265	\$12,550,543	\$912
Financial Services	128	739	\$35,948,911	\$936
Professional and Business Services	210	1,508	\$115,751,365	\$1,476
Education and Health Services	207	3,379	\$139,988,223	\$797
Leisure and Hospitality	167	2,714	\$49,566,201	\$351
Other Services	132	647	\$21,043,091	\$626
Federal Government		136	\$8,516,826	\$1,201
State Government		604	\$41,615,460	\$1,326
Local Government		2,722	\$125,277,124	\$885

Private Sector total includes Unclassified establishments not shown.

Change Since 2017

Private Sector	0.8%	-11.2%	-0.5%	12.0%
Goods-Producing	3.8%	-29.3%	-32.9%	-5.1%
Natural Resources and Mining	21.3%	*****	Data Not Available	*****
Construction	2.2%	-16.1%	-11.9%	5.1%
Manufacturing	-15.9%	*****	Data Not Available	*****
Service-Producing	0.2%	-6.9%	16.3%	25.0%
Trade, Transportation and Utilities	-2.6%	-3.1%	27.0%	31.1%
Information	0.0%	-45.5%	-44.3%	2.1%
Financial Services	-8.6%	-33.2%	-30.1%	4.7%
Professional and Business Services	14.1%	14.0%	36.4%	19.6%
Education and Health Services	-8.8%	-9.0%	16.0%	27.5%
Leisure and Hospitality	10.6%	-7.2%	12.5%	21.0%
Other Services	1.5%	5.2%	39.9%	33.2%
Federal Government		-13.4%	2.1%	17.9%
State Government		-10.5%	10.5%	23.6%
Local Government		-4.4%	21.7%	27.3%

Major & Notable Employers

American Consolidated Natural Resources	Mining
Barnesville Hospital/WVU Medicine	Serv
Belmont County Government	Govt
East Ohio Regional Hospital	Serv
Kroger Co	Trade
Nickles Bakery	Mfg
State of Ohio	Govt
Stingray Energy Services	Mining
United Dairy, Inc.	Mfg
Wal-Mart Stores Inc	Trade

Residential

Construction	2023	2022	2021	2020	2019
Total units	2	10	4	3	8
Total valuation (000)	\$492	\$1,338	\$770	\$465	\$906
Total single-unit bldgs	2	10	4	3	8
Average cost per unit	\$246,000	\$133,800	\$192,500	\$155,000	\$113,250
Total multi-unit bldg units	0	0	0	0	0
Average cost per unit					

APPENDIX E: 2026 – Belmont County Community Survey Results

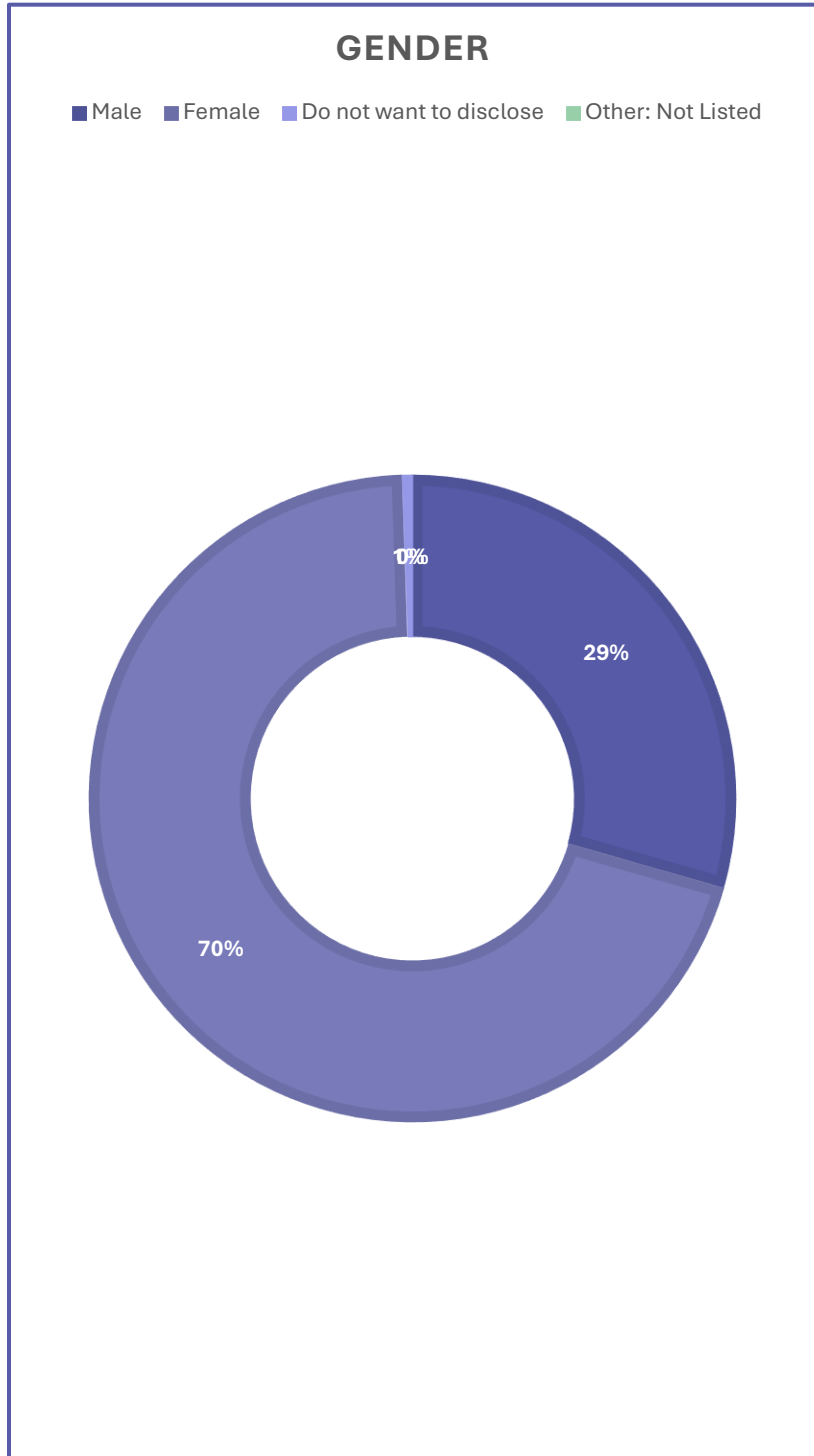
Section 1: Demographic Information

Gender

Answer	Count
Male	58
Female	138
Do not want to disclose	1
Other: Not Listed	0

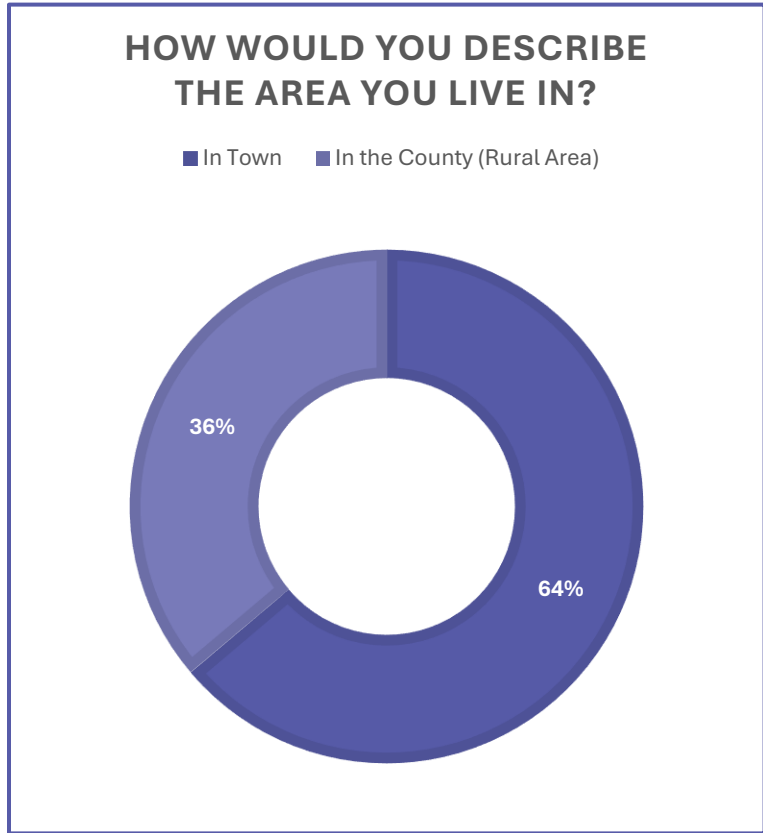
What is your ZIP code?

ZIP Codes	Count
43912	33
43906	29
43713	27
43950	25
43719	15
43935	15
43942	11
43933	8
43977	8
43718	7
43947	4
43724	2
43913	2
43772	1
43773	1
43901	1
43907	1
43928	1
43940	1
43976	1
43988	1



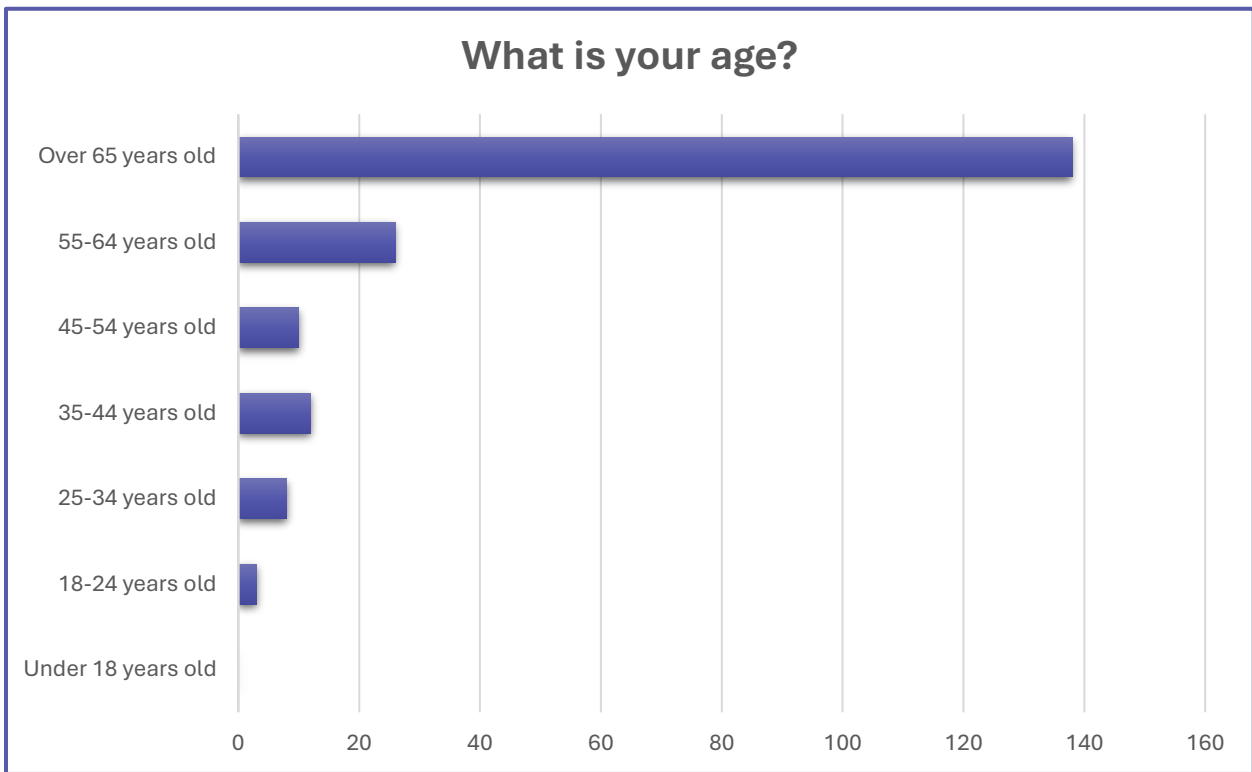
How would you describe the area you live in?

Answer	Count
In Town	127
In the Country (Rural Area)	72



What is your age group?

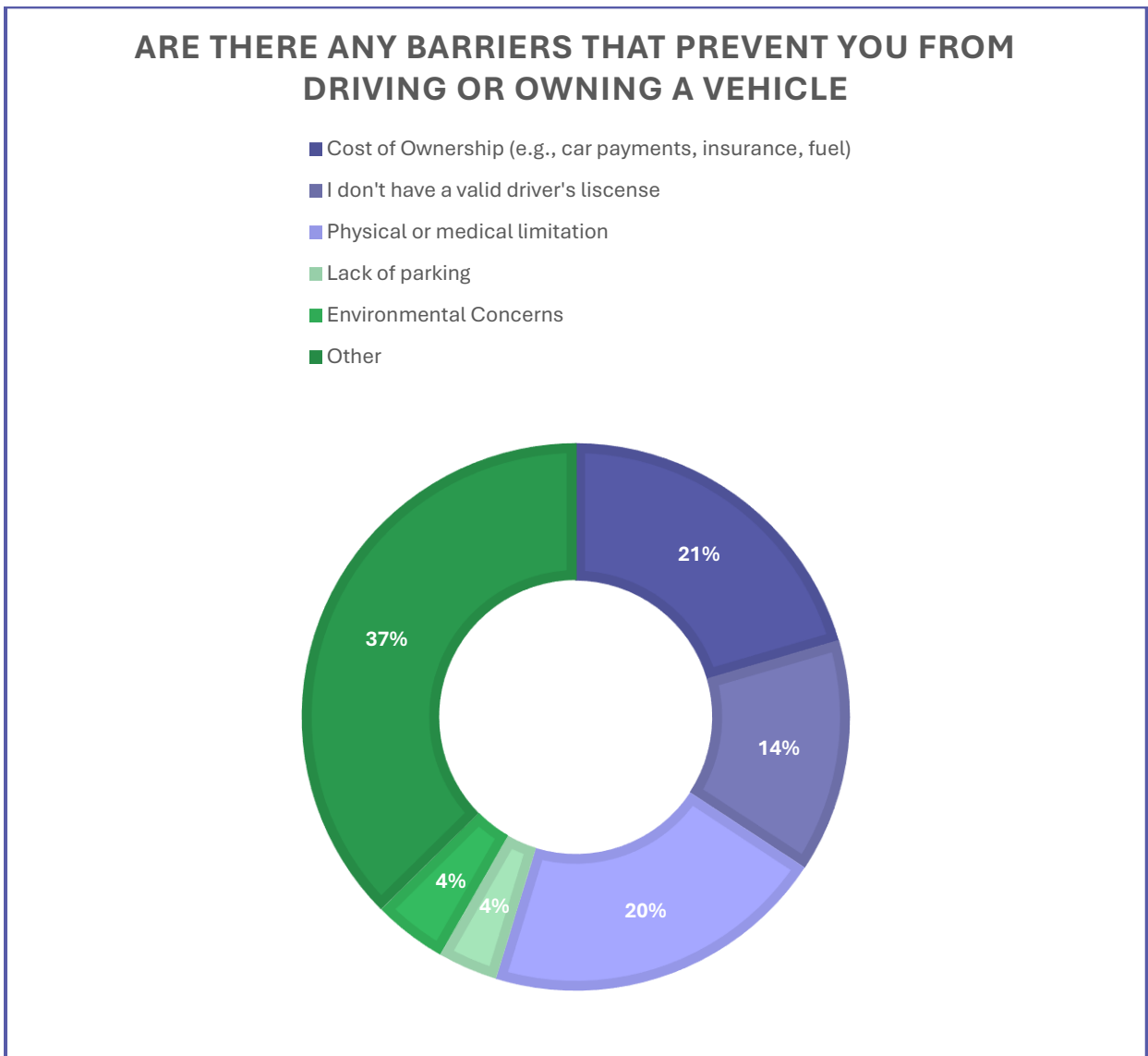
Answers	Count
Under 18 years old	0
18 - 24 years old	3
25 - 34 years old	8
35 - 44 years old	12
45 - 54 years old	10
55 - 64 years old	26
Over 65 years old	138



Section 2: Transportation Access & Usage

Are there any barriers that prevent you from driving or owning a vehicle?

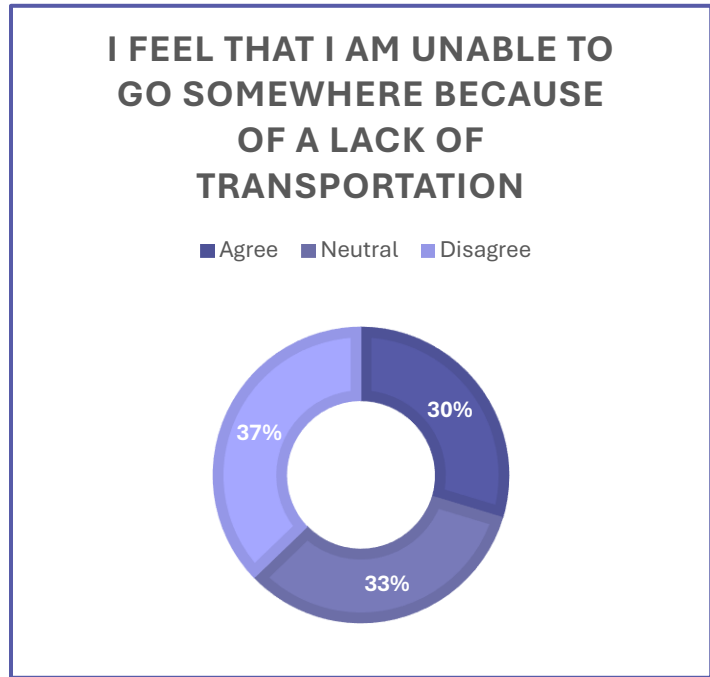
Answers	Count
Cost of ownership (e.g., car payments, insurance, fuel)	52
I don't have a valid driver's license	35
Physical or medical limitation	52
Lack of parking	9
Environmental Concerns	11
Other	95



Section 3: Transportation Needs

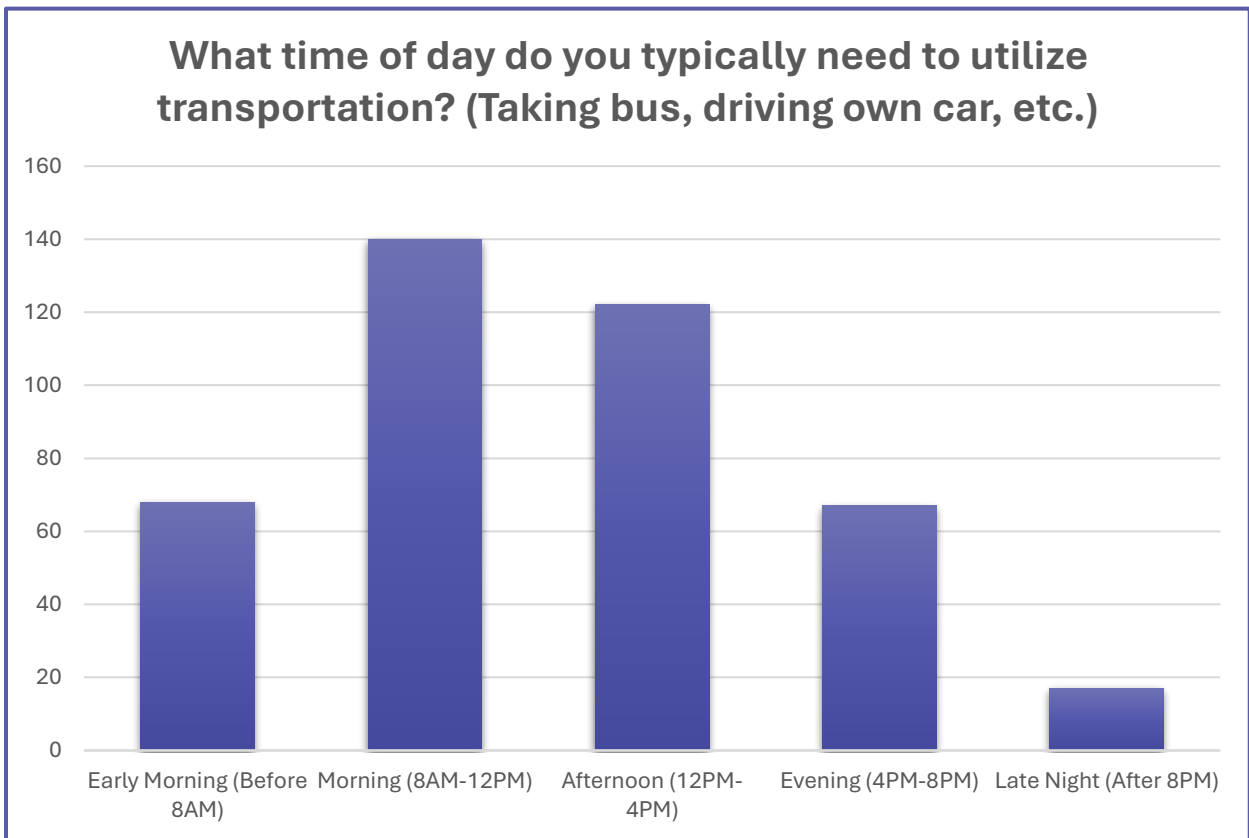
I feel that I am unable to go somewhere because of a lack of transportation

Answers	Count
Disagree	74
Neutral	66
Agree	59



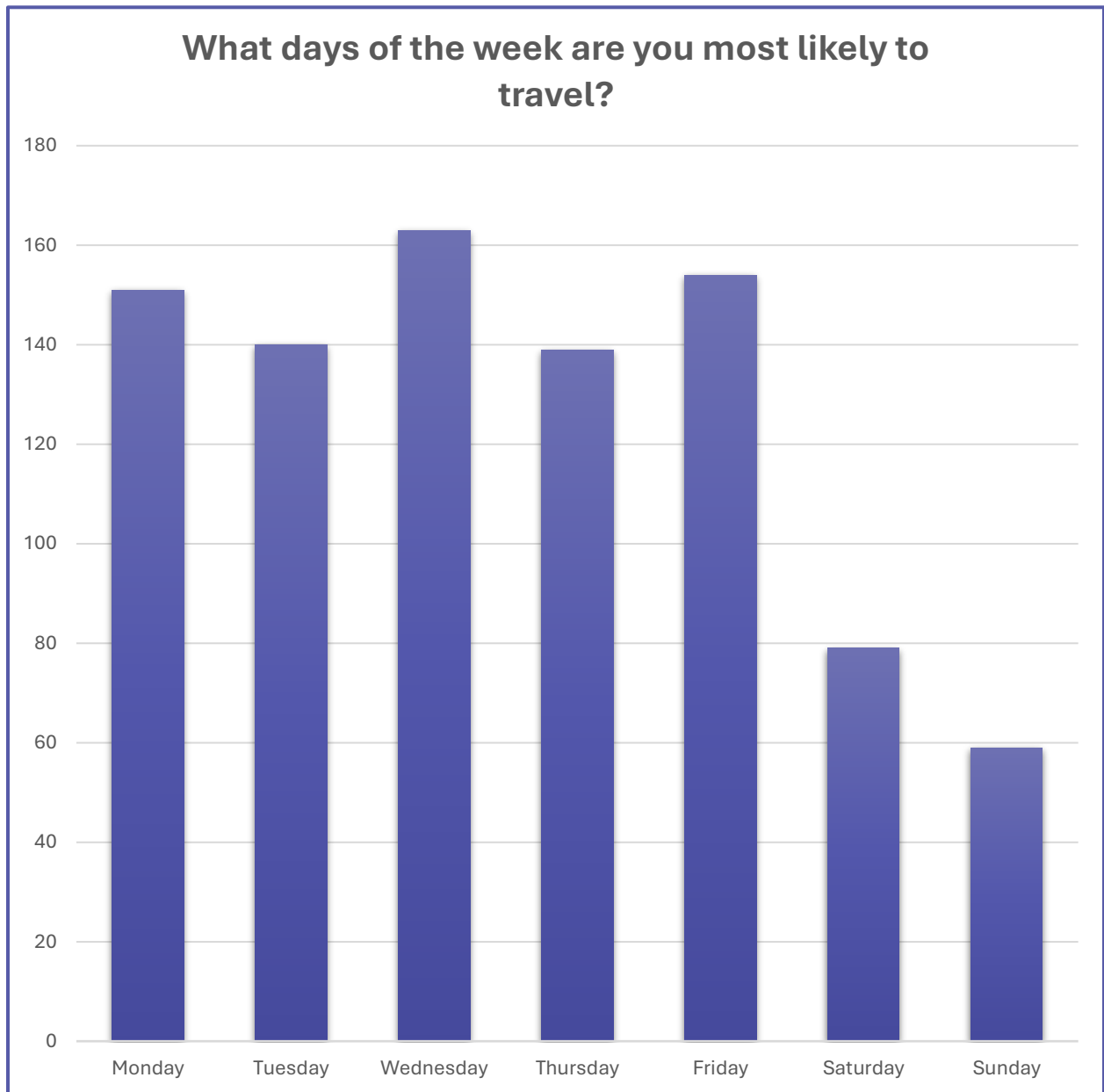
What time of day do you typically need to utilize transportation? (Taking bus, driving own car, etc.)

Answers	Count
Early morning (before 8AM)	68
Morning (8AM-12PM)	140
Afternoon (12PM-4PM)	122
Evening (4PM-8PM)	67
Late Night (after 8PM)	17



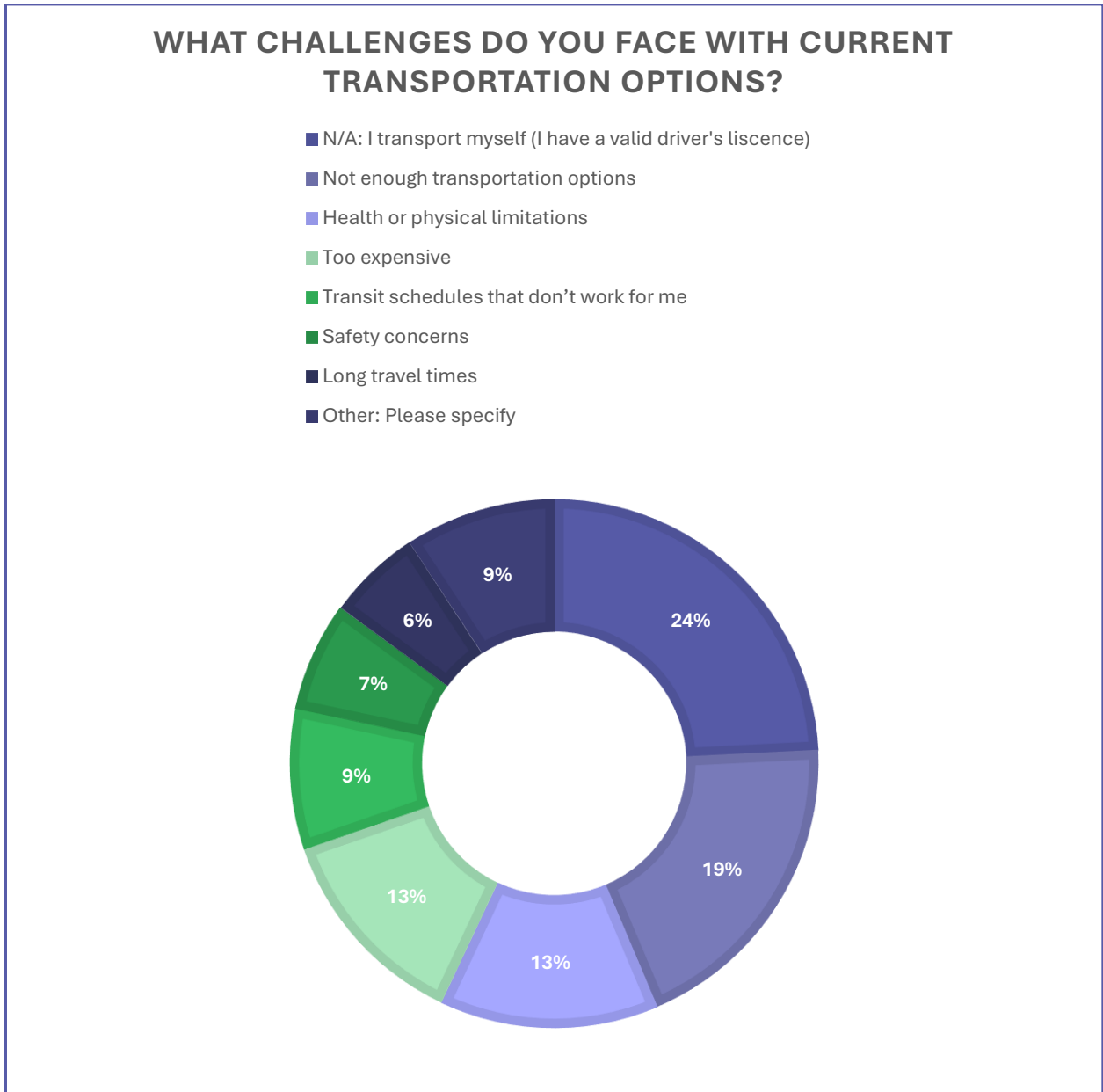
What days of the week are you most likely to travel?

Answers	Count
Monday	151
Tuesday	140
Wednesday	163
Thursday	139
Friday	154
Saturday	79
Sunday	59



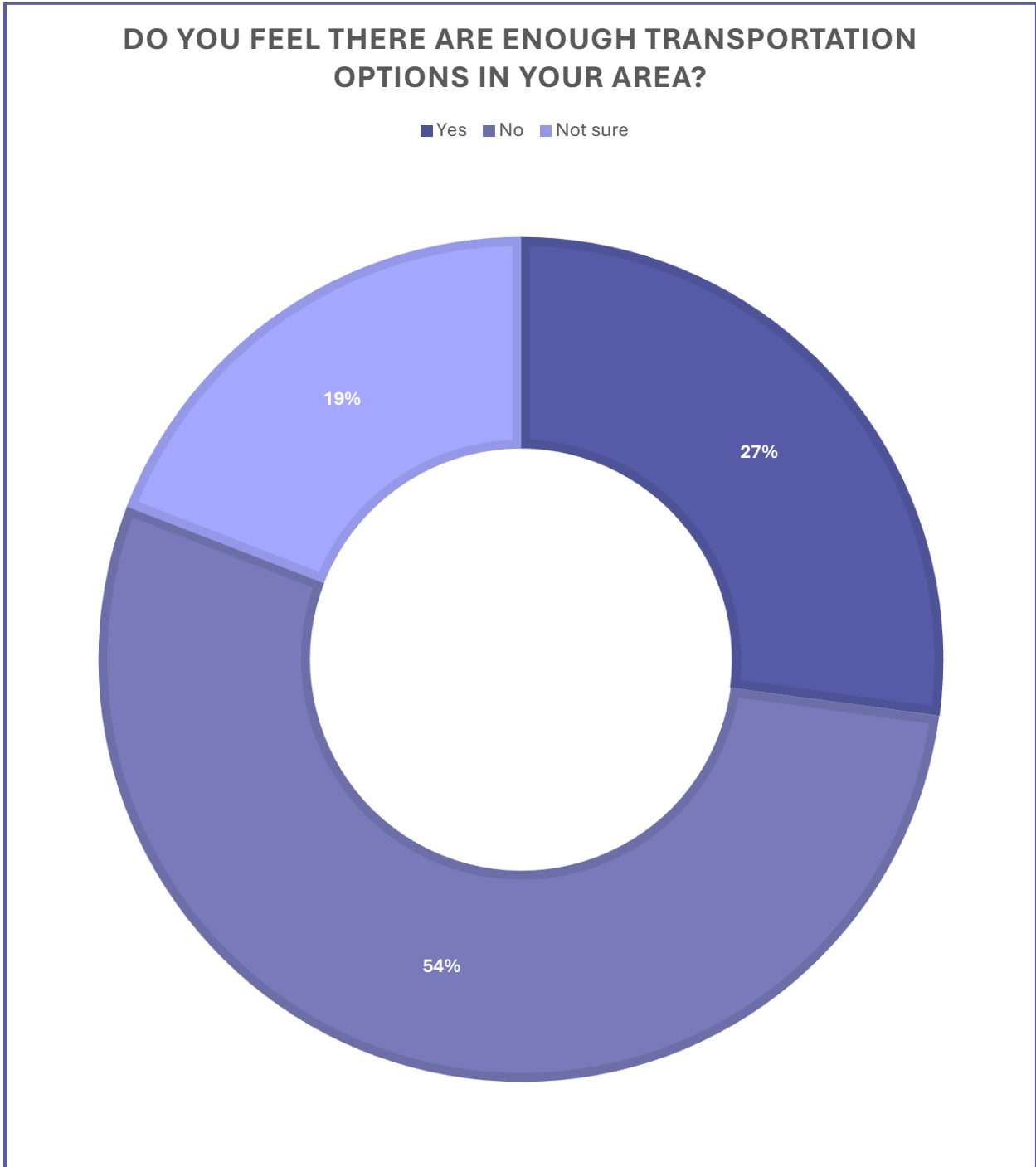
What challenges do you face with current transportation options?

Answers	Count
N/A: I transport myself (I have a valid driver's license and personal vehicle)	76
Not enough transportation options	61
Health or physical limitations	42
Too expensive	40
Other: Please specify	29
Transit schedules that don't work for me	27
Safety concerns	21
Long travel times	18



Do you feel there are enough transportation options in your area?

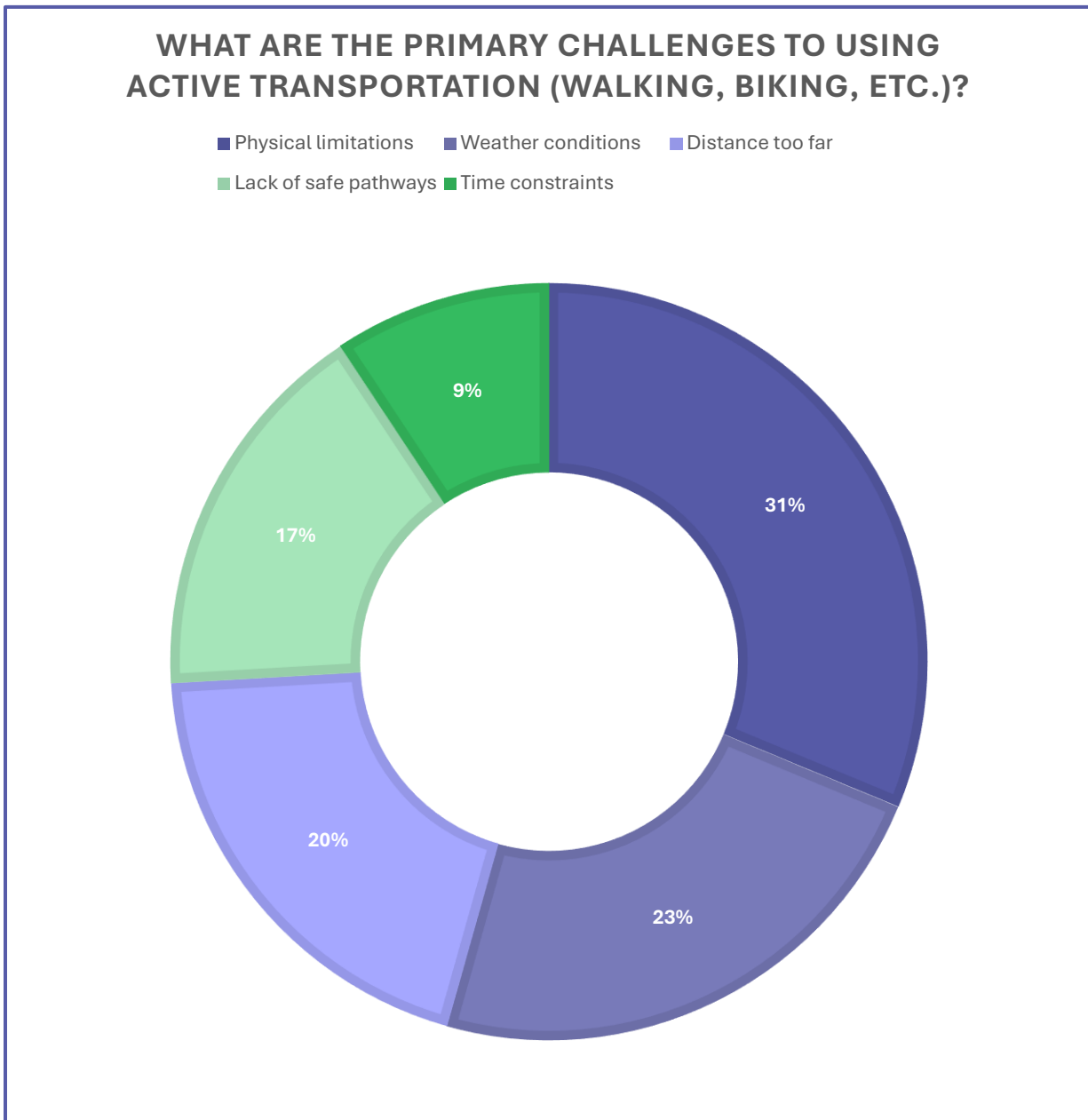
Answers	Count
Yes	54
No	107
Not Sure	38



Section 4: Transportation Improvement & Community Needs

What are the primary challenges to using active transportation (Walking, Biking, etc.)?

Answers	Count
Physical limitations	111
Weather conditions	82
Distance too far	70
Lack of safe pathways	59
Time constraints	33



How would having access to reliable transportation impact your daily life? (116 Skipped)

Response
None
N/A
NA
Would love it
Would help me get out of the house
Would be nice to see more available
Would be able to be more independent may be able to socialize more
Well, I know now that I can get rides to the wellness center with my health conditions. My doctor put in the paperwork and thank goodness for belmont county and john, who takes care of the transportation department. But I would also like to be able to go to church, Walmart, Sams Club plus other areas and things like that. Without having to rely on if my daughter's going, Senior Center for rides which I'm completely thankful for. But if I want to do something like go to wheeling or the mall where boscoffs is and the other stores, there's no public transportation here for that. In St. Clairsville. I know that wheeling has public transportation. It would be nice to get a bus that comes here as well. And will take us different places.
Safer
Right now I don't need it but in the future it could help me get groceries and etc
Possibly more \$
Physical activity, dr appointments being met
Nothing
No need
No
My provider supplies my transportation
My life would be more fulfilling. I am using a rollator and unable to drive because of a spinal cord disability. I have lost my freedom.
More freedom
More community interaction and more access to health appointments like therapy
Make my life easy
Make it easier to go shopping
Less stress
It would make me more independent.
It would make it easier to get places when having transportation issues!
It would help when having to work
It would help so much
It would help at times
It would help a lot of people access employment. Using the bus system to try to go to work it's almost impossible. It takes way too long to get where you're going. Also, the bus doesn't run long enough to work a full shift. Taking a cab is too expensive.
It would be life changing. I have access to medical appointments but never get to take part in community events or interests of my choice so most time I am stuck at home. I can't do grocery shopping or go to the laundromat. I am depressed to no transportation.
It would be good



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It would be amazing for me. I could be more independent. I miss out on things like special olympics sports or community events because I don't have a way there. I would be able to do so much more. It's even hard sometimes to get transportation for doctor appointments. I was limited to where I could be employed because of transportation limitations.
It would be a huge help while I'm currently unable to drive.
In the event of a doctors appointment that I might need transportation.
I'm concerned that as I age I may not be able to drive and will need to rely on the bus system
I would go to the mall Walmart and other things we don't have transportation
I would go more places and visit my friends more often.
I would be able to more places.
I would be able to grocery shopping easier.
I would be able to go places on the weekend and when my aides aren't here.
I would be able to get out into my community better. I wouldn't be limited to the hours I have staff to take me.
I work in outpatient dialysis. Many of my patients have difficulty getting to their treatments due to lack of transportation for the times available. We start our day at 5 am and many transport companies will not transport this early.
I travel with family
I liked when I could drive, I didn't feel like I was a burden to anyone.
I have access to transportation.
I drive
I don't use it
I could go where I want when I want.
I could get to work. I ride a bike but it sucks when the weather is bad
I could get more done
i could do a lot more. get out more. See more things.
I could be more independent instead of relying on my family.
I could attend sporting events to follow the team.
I can do activities and go places on weekends.
I can attend appointments and obtain hygiene and food items more efficiently.
I am fine
Helpfulif
Helpful. Center is good at taking me places
Helpful
Having more handicap parking
Greatly enhance
Go where you can
Get out and socialize
Get me out of the house for depression reasons
Freedom,,
Don't know
Bellaire senior center
Ability to save on gas etc, and opportunity to go more placed



Do you have specific suggestions for improving transportation in your area? (122 Skipped)

Response
No
Na
N/a
Public transportation
Yes, I believe I covered that in my previous answer. It would be really nice if we had some kind of public bus transportation that goes to these senior apartments, and we can hop on the bus. And go ourselves when we would like to according to the bus schedule. I don't know if there's enough money in the budget to do that for this town. I've just been here a few months. It would give us a lot more freedom to go different places on our own. It would be really cool if a bus system set up in saint clairesville and also connected to going to, for instance, wheeling Moundsville. Barnesville. Different little towns like that Bellaire.
We need more responsible drivers that have the knowledge and ability to deal day to day with people with disabilities, mental and physically.
We need more public transportation.
We need a bus in our area
We don't have transportation here
Vote
Transport provided after dark.
There is none so anything would be an improvement.
There are no options
Send a bus to here to pick us up
Reliable directions
Nope
None
No.
Need more options
More options for transportation, not just for medical. Need for grocery shopping, special olympics events, socializing events.
More evening and Weekend Transportation
More coverage. Some are only in certain areas certain times of the week.
More bus services
More bus routes More pick up spots for bus routes
More availability and available timing for transportation
Maybe another city bus company that would cover areas from Barnesville to st. Clairsville. Or funding for our county board of dd to have their own transportation that would be accessible from 8am - 8pm. Honestly, anything will be nicer than what we have now.
Mass transit
Love to have senior service transportation to center from my home to center would be a great help.
Look at what Harrison County has done. Seniors and populations who can't afford or have the ability to drive are homebound. Offer a County transportation service using smaller vans to transport people. Seek donations or possibly a levy to assist w paying for this service. Charge riders a minimal fee for use. Please help us.



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late afternoon and evening hours for doctor visits
Increase bus routes
Increase bus area
I wish that our county board of dd would have their own type of transportation for people like me. Then I would know they are safe and trained for people like me.
I live on Willow Grove Road in between St.Clairsville and Neffs. I would like a bus option to get to the store and run errands. Would make a huge difference. Thank you.
I live around others that could benefit and would have more meaning to life if they could get out of their homes.
I know people who have difficulty getting too and from work
I don't use public transportation but if I did more shelters or need more waiting on transportation
Having transportation in the main back back roads.
County board transportation for Belmont county
Coordinate all resources.
Bus or transportation stop in downtown area instead of mall and college on outskirts
Any transportation would be a benefit but need to be able to have friend or support go with me
A transportation option for older people who want to go somewhere besides the doctor and grocery stores. Transportation for people needing to go to work but don't drive
A bus into St. Clairsville proper. Like a stop at the courthouse.



APPENDIX F: Public Comments

Public Comment Received	Lead Agency Addressing Public Comment
<p>Date: 4/8/2026 Time: 9:10 AM</p> <p>From: Jeremiah Williams, Belco Works</p> <p>Transportation Enhancement Recommendations Report Supporting Employment Access for Individuals with Disabilities</p> <p>Prepared For: Belmont County Transportation Stakeholders Prepared By: Belco Inc. Date: April 2026 Executive Summary</p> <p>The Belmont County Coordinated Transit Plan provides a strong foundation for addressing transportation barriers among seniors, individuals with disabilities, and low-income populations. However, to maximize impact, the plan must evolve into an employment-centered transportation strategy focused on workforce access and independence.</p> <p>Key Findings</p> <p>Strengths:</p> <ul style="list-style-type: none"> • Strong stakeholder engagement and data-driven approach • Clear identification of priority gaps • Existing network of providers <p>Critical Gaps:</p> <ul style="list-style-type: none"> • Limited focus on employment transportation • Over-reliance on traditional transit • Lack of employer engagement • First-mile/last-mile gaps • Limited independence training <p>Strategic Recommendations</p> <p>1. Establish Employment Transportation Zones</p> <ul style="list-style-type: none"> • Identify major job hubs • Create direct routes aligned with work shifts 	<p>Date: 4/9/2026 Time: 11:53 AM</p> <p>From: Ethan Combs, Belomar Regional Council, CC: Chad Zambori, Mobility Manager Belmont County CARES</p> <p>Hello!</p> <p>Thank you for submitting the <i>Transportation Enhancement Recommendations Report: Supporting Employment Access for Individuals with Disabilities</i> during the public comment period for the 2026–2030 Belmont County Coordinated Transit Plan for Human Services. We appreciate the time and thought put into your review and the emphasis you placed on employment access, independence, and workforce participation.</p> <p>Below are summaries of how primary concerns were evaluated, with references to the plan's proposed goals and strategies.</p> <p>Employment Transportation Focus</p> <p>Your comment notes a limited focus on employment transportation. The plan explicitly addresses employment access under Goal 2:</p> <p>“Increase transportation access to higher education facilities, vocational training, and employment opportunities, with a focus on low-income populations, students with special needs, and adults with disabilities,” (page 61). The plan further states: “Reliable transportation is essential for workforce participation, skills development, and long-term economic stability,” (page 61).</p> <p>Service Hours and Work Schedule Alignment</p>



- 2. Implement On-Demand Micro-Transit
 - Deploy flexible routing vehicles
 - Prioritize work-related trips
- 3. Develop Employer Partnerships
 - Cost-sharing agreements
 - Employer-supported shuttle services
- 4. Launch Mobility Training Programs
 - Teach individuals how to use transportation systems
 - Build independence skills
- 5. Align Transportation with Work Schedules
 - Expand early morning, evening, and weekend service
 - Match common shift times
- 6. Address First-Mile / Last-Mile Barriers
 - Partner for short-distance transport
 - Create more pickup/drop-off hubs
- 7. Establish Work Ride Guarantee
 - Emergency ride backup system
 - Reduce employment risk
- 8. Create Centralized Scheduling
 - One-call/one-click system
 - Coordinate across providers
- 9. Incentivize Employment Transportation
 - Reduced fares for work trips
 - Employer-supported passes

Conclusion

Adopting an employment-first transportation strategy will increase workforce participation, improve job retention, and strengthen the local economy.

Concerns related to early morning, evening, and weekend service are reflected in the plan’s highest-ranked unmet mobility needs:

“Weekend Availability,” “Expanding Evening Operating Hours,” and “Early Morning Service” are ranked as the top unmet transportation needs countywide. (page 57) Goals 2, 3, and 4 explicitly seek to address these three areas (Pages 61-68). Further, these needs were reinforced through survey responses indicating employment-related travel outside traditional service hours located at *Appendix E* (Pages 84-95)

Employer and Workforce Engagement

Your recommendation to strengthen employer engagement aligns with Strategy 2.1 of the plan, which states:

“Engage educational institutions, vocational training providers, workforce development agencies, employers, and service providers to participate in the subcommittee,” (page 62). The plan establishes employer coordination at the planning and strategy level. Specific employer cost-sharing arrangements, shuttles, or similar operational tools were not included, as these items are considered implementation-level concepts to be evaluated through future coordination and funding opportunities.

Access, First-Mile and Last-Mile Barriers, and Independence

Barriers related to access and independence are addressed through identified unmet needs and supporting strategies, including:

“Door-to-Door Accessibility” and “Geographic Route Expansion.” (page 57). Goals 2, 3, and partially 5 support these unmet needs and gaps directly (Pages 61-66; 68-70). In addition, Goal 5 includes mobility training and system navigation concepts, such as Goal 5 action step 4: “Host public information sessions yearly at community hubs to walk residents through the process of using local



APPENDIX F: Public Comments

transit.” (page 69) alongside Performance measure 3: "Number of outreach presentations or "Travel Training" events conducted for the target populations," with the target of this performance measure: "Target at least one (1) community information sessions per every two years" (Page 69-70)

Several recommendations in your report, including on-demand micro-transit, centralized scheduling systems, transportation zones, and work ride guarantees, are acknowledged as valuable implementation ideas. As this plan represents the first iteration of a standalone county coordinated plan, it is structured to establish priorities and coordination mechanisms while allowing specific service models and operational tools to be explored during the plan’s four-year lifecycle through annual reviews, pilot efforts, or potential amendments.

Once the plan is adopted, we will establish a Coordinated Transit Committee that will begin meeting on a quarterly basis to support implementation, coordination, and ongoing refinement of transportation strategies. We would formally welcome BelCo Works’ participation on this committee. Your organization’s role in workforce development and employment support would be a valuable perspective as the county works to better align transportation services with employment and training needs.

If you would like to discuss your comment further, We would be glad to walk through how the agency evaluated these recommendations and how they fit within the scope and intent of the adopted plan. Please feel free to call me at (304) 238-9567 at your convenience. Alternatively, you may contact the county mobility manager, Chad Zambori, (CC'd) at (740) 484-9424. Further, we will hosting an open house for the public at the Belmont County District Library on May 8th from 1:30PM-3:30PM!



	<p>Thank you again for your engagement and for participating in the coordinated transportation planning process in Belmont County.</p>
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APPENDIX G: Committee Adoption

Signature Page – CTP Committee Adoption

By signing below, I acknowledge that I approve the 2026-2030 Belmont County Coordinated for Human Services Plan that was presented after satisfactory public comment at the Final CTP meeting or after reviewing the plan when I was able.

Name	Agency	Signature	Date
Samuel Richardson	<i>Bel-O-Mar Regional Council</i>	<i>Samuel J. Richardson</i>	18/05/2026
Melissa “Lisa” Weishar	<i>Eastern Ohio Regional Transit Authority</i>	<i>Melissa (Lisa) Weishar</i> <small>Melissa (Lisa) Weishar (May 18, 2026 11:16:11 EDT)</small>	18/05/2026
Mike Knowlton	<i>Neffs Fire Department</i>	<i>Mike Knowlton</i> <small>Mike Knowlton (May 18, 2026 11:14:57 EDT)</small>	18/05/2026
Cheryl Supanik	<i>Belmont-Harrison JVSD</i>	<i>Cheryl Supanik</i> <small>Cheryl Supanik (May 18, 2026 12:21:28 EDT)</small>	18/05/2026
Ben Turin	<i>Ohio Mid-Eastern Governments Assoc.</i>	<i>Benjamin A. Turin</i>	18/05/2026
Patrica “Patty” Allen	<i>Mental Health Recovery Board</i>	<i>Patricia Allen</i> <small>Patricia Allen (May 19, 2026 11:14:28 EDT)</small>	19/05/2026
Chad Zambori	<i>Belmont County CARES</i>	<i>Chad Zambori</i> <small>Chad Zambori (May 18, 2026 11:08:31 EDT)</small>	18/05/2026
Robert Sproul	<i>Belmont County Health Department</i>	<i>Robert Sproul</i> <small>Robert Sproul (May 18, 2026 11:13:51 EDT)</small>	18/05/2026
Dalton VanCuren	<i>BC Board of Developmental Disabilities</i>	<i>Dalton VanCuren</i>	29/05/2026
Jake Hershberger	<i>Village of Barnesville</i>	<i>Jake Hershberger</i> <small>Jake Hershberger (May 18, 2026 11:07:40 EDT)</small>	18/05/2026
Stacie Brown	<i>Belmont County FCFC</i>	<i>Stacie Brown</i> <small>Stacie Brown (May 19, 2026 14:56:28 EDT)</small>	18/05/2026
Tom Murphy	<i>City of St. Clairsville</i>	<i>Tom Murphy</i> <small>Tom Murphy (May 19, 2026 15:43:48 EDT)</small>	19/05/2026



John "Jack" Regis/ Lori Bittengle	<i>Belmont County DJFS</i>	 <u>Jack Regis (May 18, 2026 11:32:18 EDT)</u>	18/05/2026
Billy Marinacci	<i>Senior Services of Belmont County</i>	 <u>Billy Marinacci (May 20, 2026 06:55:58 EDT)</u>	20/05/2026
Mike Carpenter	<i>Ohio Hills Health Center</i>	<i>Michael Carpenter</i>	22/05/2026
Crystal Lorimor	<i>Belmont CIC</i>	<i>Crystal Lorimor</i>	19/05/2026
Gary Grant	<i>GreenCab Ltd</i>	 <u>Gary Grant (May 18, 2026 11:10:32 EDT)</u>	18/05/2026
Tate Blanchard	<i>IC Cab</i>	 <u>Tate Blanchard (May 26, 2026 11:35:28 EDT)</u>	26/05/2026
Frank Shaffer	<i>Pultney Township</i>	 <u>Frank Shaffer (May 21, 2026 13:09:05 EDT)</u>	21/05/2026
Larry Merry/ Jennifer Brothers	<i>Belmont County Port Authority</i>	 <u>Jennifer Brothers (May 18, 2026 11:19:21 EDT)</u>  <u>Larry Merry (May 18, 2026 11:21:40 EDT)</u>	18/05/2026 18/05/2026

APPENDIX H: Commissioners Adoption

Signature Page – County Commissioner Adoption

By signing below, I acknowledge that the Belmont County Board of Commissioners adopt the 2026-2030 Belmont County Coordinated for Human Services Plan that was presented after satisfactory public comment at the Belmont County Commissioner meeting held on 10th of June, 2026.

Name	Title	Signature	Date
Jerry Echemenn	President, Belmont County Board of Commissioners	<i>Jerry Echemenn</i>	
Vince Gianangeli	Vice President, Belmont County Board of Commissioners	<i>Vince Gianangeli</i>	
J.P. Dutton	Belmont County Board of Commissioners	<i>JPD</i>	





BELMONT COUNTY COMMISSIONERS

J. P. Dutton • Jerry Echemann • Vince Gianangeli

101 West Main Street
St. Clairsville, Ohio 43950
(740) 699-2155
Fax (740) 699-2156
belmontcountycommissioners.com

“Copy of Journal Entry
of June 10, 2026”

**IN THE MATTER OF APPROVING THE 2026-2030 BELMONT COUNTY
COORDINATED TRANSIT PLAN FOR HUMAN SERVICES**

Motion made by Mr. Echemann, seconded by Mr. Gianangeli to approve the 2026-2030 Belmont County Coordinated Transit Plan for Human Services.

Upon roll call the vote was as follows:

Mr. Echemann	Yes
Mr. Gianangeli	Yes
Mr. Dutton	Yes

I do hereby certify the foregoing to be a true and correct copy of Journal Entry of June 10, 2026, as recorded in Volume 112 of the County Commissioners Journal.

Bonnie Zuzak
Bonnie Zuzak, Clerk

^

